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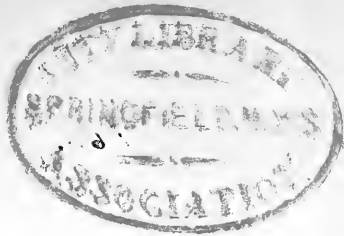
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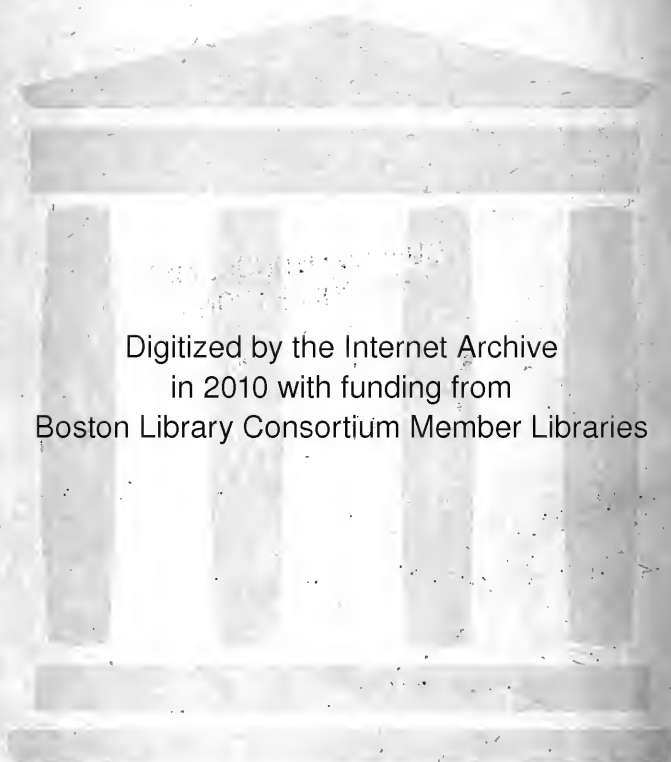
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R E T U R N S

OF THE

RAILROAD CORPORATIONS

IN

MASSACHUSETTS,

1860.

TOGETHER WITH

ABSTRACTS OF THE SAME.

PREPARED BY

OLIVER WARNER,

SECRETARY OF THE COMMONWEALTH.

BOSTON:

WILLIAM WHITE, PRINTER TO THE STATE.

1861.



THE UNIVERSITY OF CHICAGO
LIBRARY

CORPORATIONS FROM WHICH PRINTED RETURNS HAVE
BEEN RECEIVED.

RAILROAD COMPANIES.

<p>Agricultural Branch. Amherst, Belchertown and Palmer. Berkshire. Boston, Barre, and Gardner. Boston and Lowell. Boston and Maine. Boston and Providence. Boston and Worcester. Cape Cod. Cheshire. Connecticut River. Danvers. Dorchester and Milton Branch. Eastern. Easton Branch. Essex. Fairhaven Branch. Fitchburg. Fitchburg and Worcester. Hampshire and Hampden. Hartford and New Haven. Horn Pond Branch. Lexington and West Cambridge. Lowell and Lawrence. Marlborough and Feltonville. Medway Branch. Middleborough and Taunton.</p>	<p>Midland. Nashua and Lowell. New Bedford and Taunton. Newburyport. New London, Willimantic & Palmer. New York and Boston, in Massachusetts. Norfolk County, (Trustees of.) Norwich and Worcester. Old Colony and Fall River. Peterborough and Shirley. Pittsfield and North Adams. Providence, Warren and Bristol. Providence and Worcester. Rockport. Salem and Lowell. South Reading Branch. South Shore. Stockbridge and Pittsfield. Stony Brook. Stoughton Branch. Taunton Branch. Troy and Greenfield. Vermont and Massachusetts. Western. West Stockbridge. Worcester and Nashua.</p>
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HORSE RAILROAD COMPANIES.

<p>Boston and Chelsea. Broadway. Cambridge. Cliftondale. Dorchester Railway. Dorchester Extension. Lynn. Malden and Melrose. Metropolitan. Middlesex.</p>	<p>Newton. Somerville. Stoneham Street. Suffolk. Union Railway. Waltham and Watertown. West Cambridge. West Roxbury. Winnisimmet.</p>
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NOTES.

[A.]

The Amherst and Belchertown Railroad property, real and personal, was sold at public auction, under provision of two mortgages upon their property, to secure the payment of bonds issued by said company, and purchased by the holders of the bonds, and a company organized by the name of "Amherst, Belchertown and Palmer Railroad Company," agreeably to the provisions of an Act of the legislature approved on the 25th of March, 1858, with a capital stock of eighty-five thousand dollars, or 850 shares, all paid in, which is the cost of the real and personal property of the said Amherst, Belchertown and Palmer Railroad Company.

[B.]

The Midland Railroad Company was incorporated for the purpose of succeeding to the property of the Boston and New York Central Railroad Company, by arranging with the various classes of the creditors of said Boston and New York Central Railroad Company, to exchange their debts for stock in the new company.

Claims to the amount of \$1,454,294 have been exchanged, and stock to the amount of 14,428 shares have been issued therefor. But the claims for land damage, and the bonds secured by the mortgage of the Norfolk County Railroad, have not been purchased, and the company therefore have not been able to run their road.

That portion between Dedham and Blackstone has been operated by the trustees under the mortgage of the Norfolk County Railroad.

[C.]

NEW LONDON, December 28, 1860.

The New London Northern Railroad Company, chartered by the legislature of the State of Massachusetts, in the year 1860, was duly organized by the choice of directors and officers at the town of Palmer, in said State, on Tuesday, the 30th day of October, 1860.

The said railroad company has not yet been united with the New London Northern Railroad Company chartered by the State of Connecticut, and the New London Northern Railroad Company have not received from the trustees

of the New London, Willimantic and Palmer Railroad Company possession of said railroad for the purpose of running the same, and have not received any earnings therefrom, or made any expenditures on account of said Northern Railroad Company to this date.

Therefore, the said Northern Railroad Company has at this time no detailed report to make to your honorable body. In behalf of said corporation,

RICHARD H. CHAPPELL, *Secretary.*

[D.]

Report of the Commissioners of the Norwich and Worcester Railroad.

The undersigned, having been called upon to examine the accounts of the Norwich and Worcester Railroad Company relative to the expenditures of the road, and to decide what portion of said expenditures are to be applied to the different sections of the road, report, that on the 26th day of December, A. D. 1860, we examined the accounts of said company up to the 30th of November, A. D. 1860, and found that there had been expended for the road in Connecticut to the 30th of November, 1860, the sum of \$1,840,597 60
That there had been expended in Massachusetts, to the 30th of November, 1860, the sum of 773,096 61
Making the whole cost of the road to the 30th of Nov., 1860, \$2,613,694 21

They further report that the accounts of the expenditures on the road in each State have been kept separate and distinct, as required by the charter;

That the receipts of the company for twelve months, ending November 30, 1860, were \$358,362 34
Expenditures were for repairs of road, cars, locomotives, new locomotives, bridges, station-houses, fuel, passenger and freight expenses, &c., 199,356 51
\$159,005 83
From which deduct interest, 42,279 97
Leaving net after paying expenses and interest, . . . \$116,725 86
Of which we have set down to Massachusetts one-third, . \$38,908 62
And to Connecticut two-thirds, 77,817 24
\$116,725 86

All of which is respectfully submitted.

CHARLES L. PUTNAM,
Commissioner for the State of Massachusetts.
THOMAS ROBINSON,
Commissioner for the State of Connecticut.

APPENDIX.

The following is a portion of chapter sixty-three of the General Statutes of Massachusetts.

RETURNS AND REPORTS.

SECT. 132. Every corporation shall at all times submit its books to the inspection of any committee of the legislature appointed for the purpose; and its directors shall annually, on or before the first Wednesday of January prepare, make oath to, and transmit to the secretary of the Commonwealth, together with one thousand printed copies of the same, a report of their doings under their charter for the year ending the thirtieth day of November preceding; the first annual report stating the number of months and days included therein. The report shall set forth copies of all contracts made with other railroads under section one hundred and fifteen, and specify the receipts and expenditures under the same; and shall contain full information upon the following items, viz. :—

FORM OF RAILROAD RETURN TO THE LEGISLATURE.

1.	Capital stock,	\$
2.	Number of shares of capital stock issued,	
3.	Increase of capital since last report,	
4.	Capital paid in per last report,	\$
5.	Capital paid in since last report,	
6.	Total amount of capital stock paid in,	
7.	Funded debt per last report,	
8.	Funded debt paid since last report,	
9.	Funded debt, increase of, since last report,	
10.	Total present amount of funded debt,	
11.	Floating debt per last report,	
12.	Floating debt paid since last report,	
13.	Floating debt, increase of, since last report,	
14.	Total present amount of floating debt,	
15.	Total present amount of funded and floating debt,	
16.	Average rate of interest per annum paid during the year,	
17.	Maximum amount of debts during the year,	
<i>Cost of Road and Equipment.</i>		
18.	For graduation and masonry per last report,	
19.	For graduation and masonry paid during the past year,	
20.	Total amount expended for graduation and masonry,	
21.	For wooden bridges per last report,	
22.	For wooden bridges paid during the past year,	
23.	Total amount expended for wooden bridges,	
24.	Total amount expended for iron bridges, (if any,)	
25.	For superstructure, including iron, per last report,	
26.	For superstructure, including iron, paid during the past year,	
27.	Total amount expended for superstructure, including iron,	
28.	For stations, buildings, and fixtures, per last report,	
29.	For stations, buildings, and fixtures, paid during the past year,	
30.	Total amount expended for stations, buildings, and fixtures,	
31.	For land, land damages, and fences, per last report,	
32.	For land, land damages, and fences, paid during the past year,	
33.	Total amount expended for land, land damages, and fences,	

34.	For locomotives, per last report,
35.	For locomotives paid during the past year,
36.	Total amount expended for locomotives,
37.	For passenger and baggage cars, per last report,
38.	For passenger and baggage cars, paid during the past year,
39.	Total amount expended for passenger and baggage cars,
40.	For merchandise cars, per last report,
41.	For merchandise cars, paid during the past year,
42.	Total amount expended for merchandise cars,
43.	For engineering, per last report,
44.	For engineering, paid during the past year,
45.	Total amount expended for engineering,
46.	For agencies and other expenses, per last report,
47.	For agencies and other expenses, paid during the past year,
48.	Total amount expended for agencies and other expenses,
49.	Total cost of road and equipment,
50.	The amount of assets or property held by the corporation in addition to the cost of the road,

Characteristics of Road.

51.	Length of road,
52.	Length of single main track,
53.	Length of double main track,
54.	Length of branches owned by the company, stating whether they have a single or double track,
55.	Aggregate length of sidings and other tracks, excepting main track and branches,
56.	Weight of rail per yard, in main road,
57.	Weight of rail per yard, in branch road, [Specify the different weights per yard.]
58.	Maximum grade, with its length in main road,
59.	Maximum grade, with its length in branch roads,
60.	Total rise and fall in main road,
61.	Total rise and fall in branch roads,
62.	Shortest radius of curvature, with length of curve in main road,
63.	Shortest radius of curvature, with length of curve in branch roads,
64.	Total degrees of curvature in main road,
65.	Total degrees of curvature in branch roads,
66.	Total length of straight line in main road,
67.	Total length of straight line in branches,
68.	Aggregate length of wooden truss bridges,
69.	Aggregate length of all other wooden bridges,
70.	Aggregate length of iron bridges,
71.	Whole length of road unfenced on both sides,
72.	Number of public ways crossed at grade,
73.	Number of railroads crossed at grade,
74.	Remarks,
75.	Way stations for express trains,
76.	Way stations for accommodation trains,
77.	Flag stations,
78.	Whole number of way stations,
79.	Whole number of flag stations,

Doings during the Year.

80.	Miles run by passenger trains,
81.	Miles run by freight trains,
82.	Miles run by other trains,
83.	Total miles run,
84.	Number of passengers carried in the cars,
85.	Number of passengers carried one mile,
86.	Number of tons of merchandise carried in the cars,
87.	Number of tons of merchandise carried one mile,
88.	Number of passengers carried one mile to and from other roads,
89.	Number of tons carried one mile to and from other roads,
90.	Rates of speed adopted for express passenger trains, including stops,
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions,
92.	Rate of speed adopted for accommodation trains,
93.	Rate of speed actually attained by accommodation trains, including stops and detentions,
94.	Average rate of speed actually attained by special trains, including stops and detentions,

- 95. Average rate of speed adopted for freight trains, including stops, .
- 96. Estimated weight, in tons, of passenger cars, [not including passen-
gers] hauled one mile,
- 97. Estimated weight, in tons, of merchandise cars, [not including
freight] hauled one mile,

Expenditures for Working the Road.

- 98. For repairs of road, maintenance of way, exclusive of wooden
bridges and renewals of iron,
- 99. For repairs of wooden bridges,
- 100. For renewals of iron, including laying down,
- 101. For wages of switchmen, (average per month, \$
- 102. For wages of gate-keepers, (average per month, \$
- 103. For wages of signal-men, (average per month, \$
- 104. For wages of watchmen, (average per month, \$
- 105. Number of men employed, exclusive of those engaged in construc-
tion,
- 106. For removing ice and snow, [this item to include all labor, tools,
repairs, and extra steam-power used,]
- 107. For repairs of fences, gates, houses for signal-men, gate-keepers,
switchmen, tool-houses,
- 108. Total maintenance of way,

} Total, .

Motive Power and Cars.

- 109. For repairs of locomotives,
- 110. For new locomotives to cover depreciation,
- 111. For repairs of passenger cars,
- 112. For new passenger cars to cover depreciation,
- 113. For repairs of merchandise cars,
- 114. For new merchandise cars to cover depreciation,
- 115. For repairs of gravel and other cars,
- 116. Total for maintenance of motive power and cars,
- 117. Number of engines,
- 118. Number of passenger cars,
- 119. Number of baggage cars,
- 120. Number of merchandise cars,
- 121. Number of gravel cars,

Miscellaneous.

- 122. For fuel used by engines during the year, viz.:—
- 123. Number of cords of wood and cost of same,
- 124. Number of tons of coal, at two thousand two hundred and forty
pounds to the ton, and cost of same,
- 125. For oil used by cars and engines,
- 126. For waste and other material for cleaning,
- 127. For salaries, wages, and incidental expenses, chargeable to passen-
ger department,
- 128. For salaries, wages, and incidental expenses, chargeable to freight
department,
- 129. For gratuities and damages,
- 130. For taxes and insurance,
- 131. For ferries,
- 132. For repairs of station buildings, aqueducts, fixtures, furniture,
- 133. For renewals of iron, including laying down,
- 134. For new iron laid down, deducting the value of old iron taken up,
- 135. For amount paid other companies in tolls, for passengers and freight
carried on their roads, specifying each company,
- 136. For amount paid other companies as rent for the use of their roads,
specifying each company,
- 137. For salaries of president, treasurer, superintendent, law expenses,
office expenses of the above offices, and all other expenses, not
included in any of the foregoing items,
- 138. Total miscellaneous,
- 139. Total expenditures for working the road,
- 140. For interest,

Income during the Year.

- 141. For passengers:—
 - 1. On main road, including branches owned by company,
 - 2. To and from other roads, specifying what,
- 142. For freight:—
 - 1. On main road and branches owned by company,
 - 2. To and from other connecting roads,

143.	U. S. mails,	
144.	Rents,	
145.	Total income,	
146.	Net earnings, after deducting expenses,	
	<i>Dividends.</i>	
147.	per cent., total,	\$
148.	Surplus not divided,	
149.	Surplus last year,	
150.	Total surplus,	
	<i>Estimated Depreciation beyond the Renewals, viz.:</i>	
151.	Roads and bridges,	
152.	Buildings,	
153.	Engines and cars,	
	<i>Mortgage Debts.</i>	
154.	Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	
155.	Mortgage debt paid since last report,	
156.	Increase of mortgage debt since last report,	
157.	Present amount of mortgage debts,	
158.	Number of mortgages on road and franchise, or any property of the corporation,	

SECT. 133. The annual report shall also state whether any fatal accident or serious injury has occurred to a passenger or other person upon the road during the period covered by the report; and if so, the cause of such accident or injury, and the circumstances under which it occurred.

SECT. 134. If the directors of any corporation find it impracticable to return therein all the items in detail required by this chapter, they shall in such report state the reasons why such details cannot be given.

SECT. 135. Every corporation neglecting to make and furnish such report at the time prescribed in section one hundred and thirty-two shall forfeit to the use of the Commonwealth fifty dollars for each day's neglect, to be recovered by the treasurer; and if any corporation unreasonably refuses or neglects to comply with the other provisions of said section, it shall forfeit for every such refusal or neglect a sum not exceeding five thousand dollars.

SECT. 136. The secretary shall annually in November furnish to every corporation a table prepared in conformity with the provisions of section one hundred and thirty-two; and shall annually on or before the thirty-first day of January transmit one set of the reports furnished him under said section to each member of the legislature, and shall also deliver a copy of the report of each corporation to every other such corporation in the State. He shall prepare, with such other information as he deems useful, an abstract of such reports, in form as follows:—

Name road.	Capital.	Capital paid in.	Debt.	Length.	Length of double track.	Length of branches.	Speed of passenger trains.	Speed of freight trains.	Earnings.	Expense of working.	Amount of assets.	Cost of the road.	Net earnings.	Dividends.	Surplus.	Casualties.	
																Fatal.	Not fatal.

and he shall annually on or before the second Wednesday of January, transmit four hundred bound copies thereof to the legislature.

SECT. 137. In addition to the annual report required by section one hundred and thirty-two, the corporation shall when it has completed and opened its road for use, make a report under oath to the legislature, stating the total amount of capital paid in; specifying the amount expended in constructing its road, for engines, cars, depots, car-houses, and other buildings, and the amount of all other miscellaneous expenses. Such report shall also state the length of the road, the number of planes on it with their inclination per mile, the greatest curvature on the road, the average width of the grade, and the manner in which the rails are supported.

* * * * *

HORSE RAILROADS.

SECT. 139. Horse and street railroad corporations shall not be subject to the preceding sections except as provided in their several charters.

SECT. 140. Every horse or street railroad corporation chartered subsequently to the twentieth day of May, eighteen hundred and fifty-seven, shall construct its road within twelve months after its location; and the location of the road of every such corporation failing to commence the construction of its road within six months after its location, shall be void.

* * * * *

SECT. 143. The directors of every such corporation shall annually on or before the first Wednesday of January make oath to, and transmit to the secretary of the Commonwealth, together with one thousand printed copies of the same, a report of their doings under their charter for the year ending the thirtieth day of November preceding; the first annual report stating the number of months and days included therein. Such report shall contain full and complete information upon the following items, viz. :—

FORM OF RETURN.

<i>Condition of the Company.</i>	
1.	Capital stock, fixed by charter,
2.	Capital stock, as voted by the company,
3.	Capital stock paid in, in cash,
4.	Capital stock paid in, in work and materials, by contractors and others,
5.	Funded debt,
6.	Floating debt,
7.	Total debt,
8.	Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,
9.	Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property,
10.	Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair,
<i>Cost of the Road.</i>	
11.	Amount expended for labor in excavating for the track, laying foundation and rails,
12.	Amount expended for timber for foundation,
13.	Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road,
14.	Amount expended for paving,
15.	Amount expended for paving-stones,
16.	Amount expended for engineering,
17.	Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included on the books of the company in the cost of the road, not including items of equipment or running expenses, as mentioned below,

-
-
18. Total cost of road,
 19. Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road,
 20. Net cost of road,

Cost of Equipment.

21. Number of cars, and cost,
22. Number of horses, and cost,
23. Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the company,
24. Cost of land and buildings thereon when purchased,
25. Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company,
26. Cost of other articles of equipment, (specifying what,)
27. Total cost of equipment,
28. Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,
29. Net amount at which the equipment stands charged on the books of the company,

Characteristics of the Road.

30. Length of single main track,
31. Length of double main track,
32. Total length of road,
33. Length of branches owned by the company, stating whether they have a single or double track,
34. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,
35. Total length of rail,
36. Weight of rail used, per yard, (specifying whether of cast or rolled iron,)
37. Maximum grade, per mile, on road, with length of grade,
38. Shortest radius of curvature, with length of curve,
39. Greatest length of single track on road between two turnouts,
40. Total length of main track which is paved,

Doings during the Year.

41. Total number of miles run during the year,
42. Number of passengers carried in the cars,
43. Rate of speed adopted, including stops and detentions,
44. Rate of speed actually attained, including stops and detentions,
45. Number of persons employed regularly, (specifying the occupations of each,)
46. Total number of trips run during the year,
47. Average number of passengers each trip,

Expenditures for Working the Road.

48. For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,
49. For general repairs, including repairs of cars, omnibuses, and harnesses, and for shoeing horses,
50. For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the company,
51. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,
52. For interest,
53. For taxes and insurance,
54. For tolls paid other companies for the right to pass over their roads,
55. For rent paid other companies for use of their roads,
56. For provender,—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses,
57. For miscellaneous articles purchased during the year—such as harnesses, blankets, &c., the use of which continues for one or more years—and not included in the cost of equipment,
58. For loss on horses—that is to say, the difference between the present estimated value of the horses owned by the company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the

	year; or if this is the first report of the company, then the difference between the estimated value of the horses on hand and their cost—giving the present average estimated value of each horse,	
59.	For incidental expenses—to include printing, president's, directors', treasurer's, and superintendent's salaries, and all expenses other than those belonging to the actual working of the road,	
60.	For all other expenses,	
61.	For amount charged on the company's books during the year for estimated or actual depreciation of the following property:—	
62.	Cars, \$	
63.	Horses, \$	
64.	Omnibuses, \$	
65.	Real Estate, \$	
66.	Road, \$	
67.	Other property, \$	
68.	Total, \$	
69.	Total expenses, \$	

Earnings.

70.	Received from passengers in cars and omnibuses, and for tickets sold,	
71.	From other roads, as toll or rent for use of road,	
72.	From United States mails,	
73.	For sales of manure,	
74.	From other sources,	
75.	Total earnings,	
76.	Net earnings, after deducting expenses,	
77.	Surplus earnings of previous year on hand,	
78.	Net earnings as above,	
79.	Total surplus for payment of dividends,	
80.	Dividends declared during the year,	
81.	Total percentage of dividends for the year,	
82.	Present surplus,	

Miscellaneous.

83.	Increase during the year:—	
84.	Of capital stock, as fixed by the charter,	
85.	Of capital stock, as voted by the company,	
86.	Of capital stock paid in,	
87.	Increase of funded debt during the year,	
88.	Increase of floating debt during the year,	
89.	Decrease of funded debt during the year,	
90.	Decrease of floating debt during the year,	
91.	Increase of mortgage debt during the year,	
92.	Decrease of mortgage debt during the year,	
93.	Increase in cost of road during the year, including amount charged for depreciation thereon,	
94.	Decrease in nominal cost of road, by amount charged for depreciation thereon,	
95.	Increase in cost of equipment during the year, including amount charged for depreciation thereon,	
96.	Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation,	
97.	List of accidents on road during the year,	

SECT. 144. Every corporation refusing or neglecting to make the return required by the preceding section shall forfeit one hundred dollars for each day's refusal or neglect. And the secretary of the Commonwealth shall notify the attorney-general of such refusal or neglect, who shall forthwith prosecute the same in behalf of the State.

SECT. 145. The secretary shall annually in November cause to be prepared and transmit to such corporations blank forms for returns.



REPORT

OF THE DIRECTORS OF THE

AGRICULTURAL BRANCH RAILROAD CORPORATION

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock, [authorized by law],	\$480,000.00	
Number of shares of capital stock issued,	1725	
Increase of capital since last Report,	None.	
Capital paid in, per last Report,	203,621.69	
Capital paid in since last Report,	1,533.69	cancelled— since last Report.
<hr/>		
Total amount of capital stock paid in,	202,088.00	
Funded debt, per last Report,	97,500.00	
Funded debt, paid since last Report,	None.	
Funded debt, increase of, since last Report,	None.	
Total present amount of funded debt,	97,500.00	
Floating debt, per last Report,	8,300.00	
Floating debt, paid since last Report,	8,300.00	
Floating debt, increase of, since last Report,	507.15	
Total present amount of floating debt,	507.15	
Total present amount of funded and floating debt,	98,007.15	
Average rate of interest per annum, paid during the year,	6 per cent.	
Maximum amount of debts during the year,	105,800.00	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report,	\$108,675.50	
For graduation and masonry, paid during the past year,	None.	
Total amount expended for graduation and masonry,		\$108,675.50
For wooden bridges, per last Report,	2,354.59	
For wooden bridges, paid during the past year,	43.06	
Total amount expended for wooden bridges,		2,397.65
Total amount expended for iron bridges, (if any),	None.	
For superstructure, including iron, per last Report,	119,041.86	
For superstructure, including iron, paid during the past year,	1,809.41	
Total amount expended for superstructure, including iron,		120,851.27
For stations, buildings and fixtures, per last Report,	9,012.92	
For stations, buildings and fixtures, paid during the past year,	140.40	
Total amount expended for stations, buildings and fixtures,		9,153.32
For land, land-damages and fences, per last Report,	22,926.52	
For land, land-damages and fences, paid during the past year,	312.08	
Total amount expended for land, land-damages and fences,		23,238.60
For locomotives, per last Report,	None.	
For locomotives, paid during the past year,	None.	
Total amount expended for locomotives,	None.	
For passenger and baggage cars, per last Report,	None.	
For passenger and baggage cars, paid during the past year,	None.	
Total amount expended for passenger and baggage cars,	None.	
For merchandise cars, per last Report,	None.	
For merchandise cars, paid during the past year,	None.	
Total amount expended for merchandise cars,	None.	

For engineering, per last Report,	9,475.93	
For engineering, paid during the past year,	None.	
Total amount expended for engineering,		9,475.93
For agencies and other expenses, per last Report, [in- cluding interest and discount on bonds,]	78,741.07	
For agencies and other expenses paid during the past year, (including interest on bonds,)	7,484.34	
Total amount expended for agencies and other expenses, (including interest and discount on bonds,)		86,225.41
Total cost of road and equipment,		\$360,017.68
Amount of assets or property held by the corporation in addition to the cost of the road,	None.	

CHARACTERISTICS OF ROAD.

Length of road,	28,364-1000 miles.
Length of single main track,	15,027-1000 "
Length of double main track,	None.
Length of branches owned by the Company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	953-1000 miles.
Weight of rail per yard, in main road,	48, 50, and 52 lbs.
Weight of rail per yard, in branch roads, (specify the dif- ferent weights per yard,)	None.
Maximum grade, with its length, in main road,	} 84 ft. per mile for 2000 ft. near Marlboro' cen- ter, but no other grade over 58 ft. to the mile.
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	474 14-100 feet.
Total rise and fall in branch roads,	None.
Shortest radius of curvature, with length of curve, in main road,	738 feet for 110 feet.
Shortest radius of curvature, with length of curve, in branch roads,	None.
Total degrees of curvature, in main road,	870° 02'
Total degrees of curvature, in branch roads,	None.
Total length of straight line, in main road,	8,883-1000 miles,
Total length of straight line, in branches,	None.
Aggregate length of wooden truss bridges,	110½ feet.
Aggregate length of all other wooden bridges,	176 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	None.
Number of public ways crossed at grade,	24
Number of railroads crossed at grade,	None.
Remarks,	
Way stations for express trains,	None.
Way stations for accommodation trains,	5
Flag stations,	3
Whole number of way stations,	5
Whole number of flag stations,	3

DOINGS DURING THE YEAR.

Miles run by passenger trains,	} To be answered by Boston and Worcester R. R. Company.
Miles run by freight trains,	
Miles run by other trains,	
Total miles run,	
Number of passengers carried in the cars,	
Number of passengers carried one mile,	
Number of tons of merchandise carried in the cars,	
Number of tons of merchandise carried one mile,	
Number of passengers carried one mile, to and from other roads,	
Number of tons carried one mile, to and from other roads,	
Rate of speed adopted for express passenger trains, in- cluding stops,	

Average rate of speed actually attained by express passenger trains, including stops and detentions, . . .	
Rate of speed adopted for accommodation trains, . . .	
Rate of speed actually attained by accommodation trains, including stops and detentions, . . .	
Average rate of speed actually attained by special trains, including stops and detentions, . . .	
Average rate of speed adopted for freight trains, including stops, . . .	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, . . .	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, . . .	

To be answered by
Boston and Worcester
R. R. Company.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . .	
For repairs of wooden bridges, . . .	
For wages of switchmen, average per month, . . .	
For wages of gate-keepers, average per month, . . .	
For wages of signal-men, average per month, . . .	
For wages of watchmen, average per month, . . .	
Number of men employed, exclusive of those engaged in construction, . . .	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . .	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . .	
Total for maintenance of way, . . .	

MOTIVE POWER AND CARS.

For repairs of locomotives, . . .	
For new locomotives, to cover depreciation, . . .	
For repairs of passenger cars, . . .	
For new passenger cars, to cover depreciation, . . .	
For repairs of merchandise cars, . . .	
For new merchandise cars, to cover depreciation, . . .	
For repairs of gravel and other cars, . . .	
Total for maintenance of motive power and cars, . . .	
Number of engines, . . .	
Number of passenger cars, . . .	
Number of baggage cars, . . .	
Number of merchandise cars, . . .	
Number of gravel cars, . . .	

Operated by the Boston and Worcester Railroad Company since December, 1855, under a lease on file in the Secretary's Office of the Commonwealth of Massachusetts.

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	
Wood, number of cords, —. Cost of the same, \$—, . . .	
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) —. Cost of same, \$—, . . .	
For oil used by cars and engines, . . .	
For waste and other material for cleaning, . . .	
For salaries, wages and incidental expenses, chargeable to passenger department, . . .	
For salaries, wages and incidental expenses, chargeable to freight department, . . .	
For gratuities and damages, . . .	
For taxes and insurance, . . .	
For ferries, . . .	
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	
For renewals of iron, including laying down, . . .	
For new iron laid down, deducting the value of old iron taken up, . . .	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . .	

For amount paid other companies, as rent for use of their roads, specifying each company,	
For salaries of President, Treasurer, Superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	
Total miscellaneous,	
Total expenditures for working the road,	
Total amount of interest paid during the year,	

INCOME DURING THE YEAR.

For Passengers :

1. On main road including branches owned by company,
2. To and from other roads, specifying what,

For Freight :

1. On main road and branches owned by company,
2. To and from other connecting roads,
- U. S. Mails,
- Rents,
- Total income,
- Net earnings, after deducting expenses,

\$15,661.30 paid as rent by the B. & Wor. R.R. Company.

DIVIDENDS.

6 per cent. Total on \$60,000 guaranteed Stock,	\$3,600.00
Surplus not divided,	
Surplus last year,	
Total surplus,	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Of road and bridges,	
Buildings,	
Engines and cars,	

To be answered by Boston and Worcester Railroad Company.

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report,	\$97,500.00
Mortgage debt, paid since last Report,	None.
Increase of mortgage debt since last Report,	None.
Present amount of mortgage debts,	97,500.00
Number of mortgages on road and franchise, or any property of the Corporation,	One.

No accident to person or property.

IVERS PHILLIPS,
WM. BUCKMINSTER,
WILDER BUSH,
STEPHEN MORSE,
WM. F. ELLIS,
JOHN WENZELL,
SAMUEL BOYD,
ALBERT BALLARD,
J. S. WETHERBEE,

Directors
of the
Railroad Corporation.

MIDDLESEX, ss. December 19, 1860. Then personally appeared I. Phillips, Wm. Buckminster, Wilder Bush, Stephen Morse, Wm. F. Ellis, John Wenzell, Samuel Boyd, Albert Ballard, and J. S. Wetherbee, and severally made oath to the truth of the foregoing statement by them subscribed. Before

JOSEPH FULLER, *Justice of the Peace.*

Amherst, Belchertown and Palmer Railroad Company.

REPORT OF THE AMHERST, BELCHERTOWN AND PALMER RAILROAD CORPORATION FOR THE YEAR ENDING NOVEMBER 30, 1860.

[To be returned to the Secretary of the Commonwealth, together with 1,000 printed copies of the same, on or before the first Wednesday in January next. General Statutes, Chap. 63, Sections 132 to 135.]

By an Act of the Legislature, approved by the Governor, on the Twenty-Fifth day of March, A. D. 1858, The Amherst and Belchertown Railroad property, Real and Personal, was sold at public auction, under provision of two Mortgages upon their property, made by authority of said Company, to secure the payment of Bonds issued by said Company, and purchased by the holders of the Bonds, and a Company organized by the name of Amherst, Belchertown and Palmer Railroad Company, agreeably to said Act, with a capital stock of eighty-five thousand dollars, or 850 shares, all paid in, which is the cost of the Real and Personal property of the said Amherst, Belchertown and Palmer Railroad Company.

Total cost of road and equipment as above stated, -	85.000
Amount of assets or property held by the corporation in addition to the cost of the road, - - -	9
Total present amount of debt, for locomotive, - - -	6.300
Average rate of interest per annum, paid during the year, -	5.000
	6 per cent.

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	19 50-100 miles.
Length of single main track, - - - - -	-
Length of double main track, - - - - -	None.
Length of branches owned by the Company, stating whether they have a single or double track, -	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, - - - - -	about 2000 feet.
Weight of rail per yard, in main road, - - - - -	53 lbs.
Maximum grade, with its length, in main road, -	67 ft. for about 3-4 mile.
Total rise and fall in main road, - - - - -	340 feet.

Shortest radius of curvature, with length of curve, in main road, - - - -	500 ft. radius, 400 ft. long.
Total degrees of curvature, in main road, - - - -	495°
Total length of straight line, in main road, - - - -	14 5-8 miles.
Aggregate length of wooden truss bridges, - - - -	375 feet.
Aggregate length of all other wooden bridges, - - - -	1,100 feet.
Aggregate length of iron bridges, - - - -	None.
Whole length of road unfenced on both sides, - - - -	None.
Number of public ways crossed at grade, - - - -	18
Number of railroads crossed at grade, - - - -	One.
Remarks, - - - -	-
Way stations for express trains, - - - -	No express trains.
Way stations for accommodation trains, - - - -	Three.
Flag stations, - - - -	Two.

DOINGS DURING THE YEAR.

Miles run by passenger trains,—all mixed trains, - - - -	18.660
Total miles run, - - - -	18.660
Number of passengers carried in the cars, - - - -	17.191
Number of passengers carried one mile, - - - -	248.910
Number of tons of merchandise carried in the cars, - - - -	10.823
Number of tons of merchandise carried one mile, - - - -	152.408
Number of passengers carried one mile, to and from other roads, - - - -	110.600
Number of tons carried one mile, to and from other roads, - - - -	61.870
Rate of speed adopted for express passenger trains, including stops,—no express trains run, - - - -	-
Rate of speed adopted for accommodation trains, - - - -	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - - -	20 miles per hour.
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, - - - -	335.880
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, - - - -	197.946

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, - - - -	3800.07
For repairs of wooden bridges, - - - -	584.83
For wages of watchmen, average per month, \$26.00.	-
Number of men employed, exclusive of those engaged in construction, 18.	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,) - - - -	Nothing.
Total for maintenance of way, - - - -	\$4384.90

MOTIVE POWER AND CARS.

For repairs of locomotives, - - - -	205.51
For new locomotives, to cover depreciation, - - - -	1327.69
For repairs of passenger and merchandise cars, - - - -	112.91
For new passenger cars, to cover depreciation, - - - -	None.

For new merchandise cars, to cover depreciation,	-	None.
For repairs of gravel and other cars,	-	Nothing.
Total for maintenance of motive power and cars,		<u>1646.11</u>
Number of engines,	-	Two.
Number of passenger cars,	-	Two.
Number of baggage cars,	-	Two.
Number of merchandise cars,	-	Ten.
Number of gravel cars,	-	Two.

MISCELLANEOUS.

For fuel used by engines during the year, viz.: wood, by contract,	-	1569.40
For oil used by cars and engines,	-	283.25
For waste and other material for cleaning,	-	58 07
For salaries, wages and incidental expenses, charge- able to passenger department,	-	2217.92
For salaries, wages and incidental expenses, charge- able to freight department,	-	2217.94
For gratuities and damages,	-	15.00
Car service,	-	131.80
Miscellaneous account,	-	1271.87
For repairs of station buildings, aqueducts, fixtures, furniture,	-	Nothing.
For renewals of iron, including laying down,	-	665.00
For amount paid other companies, in tolls for passen- gers and freight carried on their roads, specifying each company, Western R. R.	-	8121.77
For amount paid other companies, as rent for the use of their roads, specifying each company, N. L., W. & P. R. R. Co.	-	120.00
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items. Treasurer's salary,	-	100.00
Total Miscellaneous,	-	<u>16,772.02</u>
Total expenditures for working the road,	-	22,803.03
Total amount of interest paid during the year,	-	<u>402.00</u>
		23,205.03

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by com- pany,	10,687.70
2. To and from other roads, specifying what,	

For Freight:—

1. On main road and branches owned by company,	16,244.80
2. To and from other connecting roads,	
U. S. Mails,	1,060.00
Rents 68.25, Express 774.52, interest 29.16,	871.93
Total income,	<u>28,864.43</u>
Net earnings after deducting expenses,	5,659.40

DIVIDENDS.		
6 per cent. Total,	. . . . .	5.100
Surplus not divided,	. . . . .	559.40
Surplus last year,	. . . . .	829.88
Avails of sale of old locomotive,	. . . . .	612.00
Sale of land,	. . . . .	300.00
Total surplus,	. . . . .	<u>2,301.28</u>

ESTIMATED DEPRECIATION BEYOND RENEWALS, VIZ.:

Of road and bridges,	. . . . .	None.
Buildings,	. . . . .	None.
Engines and cars,	. . . . .	None.

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	. . . . .	None.
Mortgage debt paid since last report,	. . . . .	None.
Increase of mortgage debt since last report,	. . . . .	None.
Present amount of mortgage debts,	. . . . .	None.
Number of mortgages on road and franchise, or any property of the corporation,	. . . . .	None.

No accidents have occurred during the year.

EDWARD DICKINSON,	} Directors of the Amherst, Belch'n & Palmer Railroad Company.
JOHN LELAND,	
CALVIN BRIDGMAN,	

HAMPSHIRE, ss. December 28, 1860. Personally appeared the above named Edward Dickinson, John Leland, and Calvin Bridgman, and made oath that the foregoing return by them subscribed, is true, according to their best knowledge and belief. Before me,

W. A. DICKINSON, Justice of the Peace.

TWENTY-FIRST
ANNUAL REPORT

OF THE

BERKSHIRE RAIL ROAD COMPANY,

REPORT

OF THE

Berkshire Rail Road Company.

Report of the Directors of the Berkshire Railroad Corporation for the year ending November 30, 1860.

Capital Stock, - - - - -	\$600,000
Number of shares of capital stock issued, - - -	6,000
Increase of capital, since last Report, - - -	None.
Floating debt, per last Report, - - - - -	None.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report, -	\$500,000
Total amount expended for passenger and baggage cars, - - - - -	100,000
For agencies and other expenses, paid during the past year, - - - - -	560

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	21 m. 11 ch.
Weight of rail, per yard, in main road, - - -	56 lbs. per yard.
Maximum grade, with its length, in main road, -	872 to 1090 ft. 1 m 2 ch
Number of public ways crossed at grade, - - -	23
Way stations for accommodation trains, - - -	4
Flag stations, - - - - -	3

MOTIVE POWER AND CARS.

Number of engines, - - - - -	6
Number of passenger cars, - - - - -	4
Number of merchandize cars, - - - - -	80 8-wheeled.

INCOME DURING THE YEAR.

Leased to the Housatonic Railroad Company for 7
per cent. of capital.

DIVIDENDS.

Per cent. Total, - - - - - 7 per ct. paid quarterly.

C. W. HOPKINS, }
OLIVER PECK, } *Directors*
I. SUMNER, } *of the*
} *Berkshire Railroad Corporation.*

BERKSHIRE ss. *December 25, 1860.* Then personally appeared the said C. W. Hopkins and I. Sumner, and severally made oath to the truth of the foregoing statement by them subscribed. Before

SAM. B. SUMNER, *Justice of the Peace.*

BERKSHIRE ss. *December 25, 1860.* Then personally appeared the said Oliver Peck, and made oath to the truth of the foregoing statement by him subscribed. Before EDWARD F. ENSIGN, *Justice of the Peace.*



REPORT

OF THE DIRECTORS OF THE

Boston, Barre & Gardner Railroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,	\$1,000,000
Number of shares of capital stock issued,	
Increase of capital since last Report,	
Capital paid in, per last Report,	
Capital paid in since last Report,	
Total amount of capital stock paid in,	None.
Funded debt, per last Report,	
Funded debt, paid since last Report,	
Funded debt, increase of, since last Report,	
Total present amount of funded debt,	
Floating debt, per last Report,	
Floating debt, paid since last Report,	
Floating debt, increase of, since last Report,	
Total present amount of floating debt,	
Total present amount of funded and floating debt,	
Average rate of interest per annum, paid during the year,	
Maximum amount of debts during the year,	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report,	} No part of Road constructed.
For graduation and masonry, paid during the past year,	
Total amount expended for graduation and masonry,	
For wooden bridges, per last Report,	
For wooden bridges, paid during the past year,	
Total amount expended for wooden bridges,	
Total amount expended for iron bridges, (if any),	
For superstructure, including iron, per last Report,	
For superstructure, including iron, paid during the past year,	
Total amount expended for superstructure, including iron,	
For stations, buildings and fixtures, per last Report,	
For stations, buildings and fixtures, paid during the past year,	
Total amount expended for stations, buildings and fixtures,	
For land, land-damages and fences, per last Report,	
For land, land-damages and fences, paid during the past year,	
Total amount expended for land, land-damages and fences,	
For locomotives, per last Report,	
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last Report,	
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	
For merchandise cars, per last Report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	

For engineering, per last Report,	
For engineering, paid during the past year,	
Total amount expended for engineering,	
For agencies and other expenses, per last Report,	
For agencies and other expenses paid during the past year,	
Total amount expended for agencies and other expenses,	
Total cost of road and equipment,	
Amount of assets or property held by the corporation in addition to the cost of the road,	

CHARACTERISTICS OF ROAD.

Length of road,	} Length of road, thirty-five miles and 3719 ft.
Length of single main track,	
Length of double main track,	
Length of branches owned by the Company, stating whether they have a single or double track,	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	
Weight of rail per yard, in main road,	
Weight of rail per yard, in branch roads, (specify the different weights per yard,)	
Maximum grade, with its length, in main road,	
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve, in main road,	
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature, in main road,	
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	
Flag stations,	
Whole number of way stations,	
Whole number of flag stations,	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	
Miles run by freight trains,	
Miles run by other trains,	
Total miles run,	
Number of passengers carried in the cars,	
Number of passengers carried one mile,	
Number of tons of merchandise carried in the cars,	
Number of tons of merchandise carried one mile,	
Number of passengers carried one mile, to and from other roads,	
Number of tons carried one mile, to and from other roads,	
Rate of speed adopted for express passenger trains, including stops,	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	
Rate of speed adopted for accommodation trains,	
Rate of speed actually attained by accommodation trains, including stops and detentions,	

Average rate of speed actually attained by special trains, including stops and detentions,	
Average rate of speed adopted for freight trains, including stops,	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		
For repairs of wooden bridges,		
For wages of switchmen, average per month, \$		} Total.
For wages of gate-keepers, average per month, \$		
For wages of signal-men, average per month, \$		
For wages of watchmen, average per month, \$		
Number of men employed, exclusive of those engaged in construction,		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		
Total for maintenance of way,		

MOTIVE POWER AND CARS.

For repairs of locomotives,	
For new locomotives, to cover depreciation,	
For repairs of passenger cars,	
For new passenger cars, to cover depreciation,	
For repairs of merchandise cars,	
For new merchandise cars, to cover depreciation,	
For repairs of gravel and other cars,	
Total for maintenance of motive power and cars,	
Number of engines,	
Number of passenger cars,	
Number of baggage cars,	
Number of merchandise cars,	
Number of gravel cars,	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	
Wood, number of cords, —. Cost of the same,	
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) —. Cost of same,	
For oil used by cars and engines,	
For waste and other material for cleaning,	
For salaries, wages and incidental expenses, chargeable to passenger department,	
For salaries, wages and incidental expenses, chargeable to freight department,	
For gratuities and damages,	
For taxes and insurance,	
For ferries,	
For repairs of station buildings, aqueducts, fixtures, furniture,	
For renewals of iron, including laying down,	
For new iron laid down, deducting the value of old iron taken up,	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	
For amount paid other companies, as rent for use of their roads, specifying each company,	

For salaries of President, Treasurer, Superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	.	.	.	.	.
Total miscellaneous, . . . . .	.	.	.	.	.
Total expenditures for working the road, . . . . .	.	.	.	.	.
Total amount of interest paid during the year, . . . . .	.	.	.	.	.

INCOME DURING THE YEAR.

For Passengers :

1. On main road including branches owned by company,
2. To and from other roads, specifying what,

For Freight :

1. On main road and branches owned by company,
 2. To and from other connecting roads,
- | | | | | | |
|---|---|---|---|---|---|
| U. S. Mails, | . | . | . | . | . |
| Rents, | . | . | . | . | . |
| Total income, | . | . | . | . | . |
| Net earnings, after deducting expenses, | . | . | . | . | . |

DIVIDENDS.

per cent. Total, . . . . .	.	.	.	.	.
Surplus not divided, . . . . .	.	.	.	.	.
Surplus last year, . . . . .	.	.	.	.	.
Total surplus, . . . . .	.	.	.	.	.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Of road and bridges, . . . . .	.	.	.	.	.
Buildings, . . . . .	.	.	.	.	.
Engines and cars, . . . . .	.	.	.	.	.

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, . . . . .	.	.	.	.	.
Mortgage debt, paid since last Report, . . . . .	.	.	.	.	.
Increase of mortgage debt since last Report, . . . . .	.	.	.	.	.
Present amount of mortgage debts, . . . . .	.	.	.	.	.
Number of mortgages on road and franchise, or any property of the Corporation, . . . . .	.	.	.	.	.

The Boston, Barre, and Gardner Railroad Company, respectfully represent that they have made no progress towards the construction of said road since their last Report.

JOHN BROOKS,
SAMUEL DAVIS,
W. A. WHEELER,
H. N. TOWER,
GEORGE T. RICE,
REJOICE NEWTON,
JOAB S. HOLT,

*Directors of the
Boston, Barre & Gardner
Railroad Corporation.*

WORCESTER, ss. December, 28, 1860.

Then personally appeared John Brooks, Samuel Davis, Wm. A. Wheeler, H. N. Tower, George T. Rice, Rejoice Newton, and severally made oath that the foregoing statement by them subscribed, is true, according to their best knowledge and belief.

Before

JOAB S. HOLT, *Justice of the Peace.*

WORCESTER, ss. December 28, 1860.

Then personally appeared Joab S. Holt, and made oath that the foregoing statement by him subscribed, is true, according to his best knowledge and belief.

Before me,

DAVID F. PARMENTER, *Justice of the Peace.*

REPORT
OF THE
DIRECTORS

OF THE

Boston and Lowell Railroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

REPORT

OF THE

DIRECTORS

OF THE

Boston and Lowell Railroad Corporation,

For the year ending November 30, 1860.

1. Capital Stock, - - - - -	-	\$1,830,000.00
2. No. of shares of capital stock issued, 3,660		
3. Increase of capital, since last Report, -		
4. Capital paid in per last Report, \$1,830,000.00		
5. Capital paid in since last Report, -		
6. Total amount of capital stock paid in, -		
7. Funded debt, per last Report, \$440,000.00		
8. Funded debt, paid since last Report, -		
9. Funded debt, increase of, since last Report -		
10. Total present amount of funded debt, -	\$440,000.00	
11. Floating debt, per last Report, \$5,365.50		
12. Floating debt, paid since last Report, 1,502.00		
13. Floating debt, increase of, since last Report, - - - - -		
14. Total present amount of floating debt, -	3,863.50	
15. Total present am't of funded and floating debt, - - - - -		443,863.50
16. Average rate of interest per annum, paid during the year, - - - - - six per cent.		
17. Maximum am't of debts during the year, - - - - - \$445,365.50		
Surplus, Contra, - - - - -		431,332.82
		\$2,705,196.32
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last Report, \$453,117.14		
19. For graduation and masonry, paid during the past year, - - - - -		
20. Total amount expended for graduation and masonry, - - - - -		\$ 453,117.14
21. For wooden bridges, per last Report, - - - - -	119,557.16	
22. For wooden bridges, paid during the past year, - - - - -		
23. Total amount expended for wooden bridges, - - - - -		119,557.16
24. Total am't expended for iron bridges (if any), - - - - -		
25. For superstructure, including iron, per last Report, - - - - -	367,824.62	
26. For superstructure, including iron, paid during the past year, - - - - -		
27. Total amount expended for superstructure, including iron, - - - - -		367,824.62
28. For stations, buildings and fixtures, per last Report, - - - - -	852,591.98	

29. For stations, buildings and fixtures, paid during the past year, - - - -		
30. Total amount expended for stations, buildings and fixtures, - - - -		\$852,591.68
31. For land, land-damages and fences per last Report, - - - -	\$404,797.46	
32. For land, land-damages and fences, paid during the past year, - - - -		
33. Total amount expended for land, land-damages and fences, - - - -		404,797.46
34. For locomotives, per last Report, - - - -	92,801.76	
35. For locomotives, paid during the past year, - - - -		
36. Total amount expended for locomotives, - - - -		92,801.76
37. For passenger and baggage cars, per last Report, - - - -	34,204.75	
38. For passenger and baggage cars, paid during the past year, - - - -		
39. Total amount expended for passenger, and baggage cars, - - - -		34,204.75
40. For merchandise cars, per last Report, - - - -	56,338.85	
41. For merchandise cars, paid during the past year, - - - -		
42. Total amount expended for merchandise cars, - - - -		56,338.85
43. For engineering, per last Report, - - - -	47,359.07	
44. For engineering, paid during the past year, - - - -		
45. Total amount expended for engineering, - - - -		47,359.07
46. For agencies and other expenses, per last Report, - - - -		
47. For agencies and other expenses, paid during the past year, - - - -		
48. Total amount expended for agencies and other expenses, - - - -		
49. Total cost of road and equipment, - - - -		\$2,428,592.79
50. Amount of assets or property held by the Corporation in addition to the cost of the road, - - - -		276,603.53
		<u>\$2,705,196.32</u>

CHARACTERISTICS OF ROAD.

51. Length of road, - - - -	26 $\frac{3}{4}$ miles.
52. Length of single main track, - - - -	none.
53. Length of double main track, - - - -	26 $\frac{3}{4}$ miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, - - - -	1 $\frac{3}{4}$ miles,—585 ft.
55. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 16 miles,—3824 ft. - - - -	
56. Weight of rail, per yard, in main road, 56 to 63 lbs. - - - -	
57. Weight of rail, per yard, in branch road, (specify the different weights per yard,) 56 lbs. - - - -	
58. Maximum grade, with its length, in main road, - 10 ft. per mile, 6 28-100 miles.	
59. Maximum grade, with its length, in branch roads, - 54 ft. per mile, 5,000 ft.	
60. Total rise and fall in main road, 189 93-100 ft.	
61. Total rise and fall in branch roads, 73 54-100 ft.	
62. Shortest radius of curvature, with length of curve, in main road, 1,654 ft., 2,800 ft. radius.	

63. Shortest radius of curvature, with length of curve, in branch roads, 662 ft. 1,957 ft. radius.	
64. Total degrees of curvature, in main road, 665 degrees, - - - - -	
65. Total degrees of curvature, in branch roads, 108 degrees. - - - - -	
66. Total length of straight line, in main road, 18 miles. 2,144 ft. - - - - -	
67. Total length of straight line, in branches, 1 mile, 1,811 ft. - - - - -	
68. Aggregate length of wooden truss bridges, 63 ft. - - - - -	
69. Aggregate length of all other wooden bridges, 3,577 ft. - - - - -	
70. Aggregate length of iron bridges, - none.	
71. Whole length of road unfenced on both sides, none. - - - - -	
72. Number of public ways crossed at grade, 14.	
73. Number of railroads crossed at grade, none.	
74. Remarks, - - - - -	
75. Way stations for express trains, - - - - -	
76. Way stations for accommodation trains, 9.	
77. Flag stations, - - - - - 13.	
78. Whole number of way stations, - - - - -	
79. Whole number of flag stations, - - - - -	

DOINGS DURING THE YEAR.

80. Miles run by passenger trains, - 200,257.	
81. Miles run by freight trains, - 183,720.	
82. Miles run by other trains, - - - - -	
83. Total miles run, - - - - - 383,977.	
84. Number of passengers carried in the cars, 705,433. - - - - -	
85. Number of passengers carried one mile, 8,752,643. - - - - -	
86. Number of tons of merchandise carried in the cars, - - - - - 449,285.	
87. Number of tons of merchandise carried one mile, - - - - - 7,945,955.	
88. Number of passengers carried one mile, to and from other roads, - - - - - 3,133,324.	
89. Number of tons carried one mile, to and from other roads, - - - - - 5,054,879.	
90. Rate of speed adopted for express passenger trains, including stops, - - - - -	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, - - - - -	
92. Rate of speed adopted for accommodation trains, - - - - - 25 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions, - - - - - 25 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions, - - - - -	
95. Average rate of speed adopted for freight trains, including stops, 10 miles per hour.	
96. Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	

97. Estimated weight in tons of merchandise cars (not including freight) hauled one mile,		
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, - -	\$48,505.01	
99. For repairs of wooden bridges, - -	18,166.23	
100. For wages of switchmen, av'ge per mo. \$\$\$	} Total,	7,062.78
101. For wages of gate-keepers, av'ge per mo. \$\$\$		
102. For wages of signal-men, av'ge per mo. \$\$\$		
103. For wages of watchmen, av'ge per mo. \$\$\$		
104. Number of men employed, exclusive of those engaged in construction, - - 378.		
105. For removing ice and snow, (this item to include all labor, tools, repairs and, extra steam-power used,) - -	371.14	
106. For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses, -	9,867.60	
107. Total for maintenance of way, - -	- - - -	\$83,972.76
MOTIVE POWER AND CARS.		
108. For repairs of locomotives, - - -	24,249.76	
109. For new locomotives, to cover depreciation, -		
110. For repairs of passenger cars, - -	11,446.53	
111. For new passenger cars, to cover depreciation,		
112. For repairs of merchandise cars, - -	17,286.96	
113. For new merch. cars, to cover depreciation, -		
114. For repairs of gravel and other cars, - -		
115. Total maintenance motive power and cars, - - - -	- - - -	52,983.25
116. Number of engines, - - - 21		
117. Number of passenger cars, - - - 27		
118. Number of baggage cars, - - - 10		
119. Number of merchandise cars, - - - 560		
120. Number of gravel cars, - - - -		
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :		
1. Wood, number of cords, 6,210. Cost of the same, - - - \$25,653.77		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 2015. Cost of same, - - - \$10,780.25	36,434.02	
122. For oil used by cars and engines, - -	} 7,439.70	
123. For waste and other material for cleaning, -		
124. For salaries, wages and incidental expenses, chargeable to passenger department, -	34,894.23	
125. For salaries, wages, and incidental expenses, chargeable to freight department, - -	50,904.05	
126. For gratuities and damages, - - -	1,869.79	
127. For taxes and insurance, - - -	9,202.98	
128. For ferries, - - - -		
129. For repairs of station-buildings, aqueducts, fixtures, furniture, - - -	10,409.68	
130. For renewals of iron, including laying down, -	20,346.91	
131. For new iron laid down, deducting the value of old iron taken up, - - -		
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, - -		

133. For amount paid other companies, as rent for use of their roads, specifying each company, - - - -	\$39,316.20	
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - -	23,125.14	
135. Total Miscellaneous, - - - -	- - - -	\$233,942.70
136. Total expenditures for working the road, - - - -	- - - -	\$370,898.71
137. Total amount of interest paid during the year, - - - -	- - - -	25,847.02
		<u>\$396,745.73</u>
INCOME DURING THE YEAR.		
138. <i>For Passengers</i> :—		
1. On main road, including branches owned by company, - - - -	} 216,469.28	
2. To and from other roads, - - - -		
139. <i>For Freight</i> :—		
1. On main road and branches owned by company, - - - -	} 342,305.41	
2. To and from other connecting roads, - - - -		
140. U. S. Mails, - - - -	6,720.58	
141. Rents, and Miscellaneous Receipts, - - - -	3,311.77	
142. Total income, - - - -	- - - -	\$568,807.04
143. Net earnings after deducting expenses, and interest, - - - -	- - - -	<u>\$172,061.31</u>
DIVIDENDS.		
144. 7½ per cent. Total, - - - -	- - - -	137,250.00
145. Surplus not divided, - - - -	- - - -	34,811.31
146. Surplus last year, - - - -	- - - -	396,521.51
147. Total surplus, - - - -	- - - -	<u>\$431,332.82</u>
From which is to be deducted dividend, January 1, 1861, - - - -	- - - -	73,200.00
Surplus, - - - -	- - - -	<u>\$358,132.82</u>
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :		
148. Of road and bridges, - - - -	} None.	
149. Buildings, - - - -		
150. Engines and Cars, - - - -		
MORTGAGE DEBTS.		
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, - - - -	} None.	
152. Mortgage debt paid since last report, - - - -		
153. Increase of mortgage debt since last report, - - - -		
154. Present amount of mortgage debts, - - - -		
155. Number of mortgages on road and franchise, or any property of the corporation, - - - -		

ACCIDENTS DURING THE YEAR ENDING NOV. 30, 1860.

1860.

- Jan. 28. Mr. Kimball, a passenger from East Concord, N. H., received severe injuries in consequence of a car running off the track in East Cambridge.
- Feb. 14. John Fuller, brakeman on Woburn freight train, fell from a dumping car and broke his collar bone.
- Mar. 12. Alpheus H. Buttrick, fell from the platform at the Billerica and Tewksbury Station, under an approaching train and received fatal injuries. His fall was supposed to have been caused by sudden dizziness.
- May 10. Ira D. Richardson was run down by a train while walking upon the track near Winchester, and received fatal injuries.
- May 18. Melville Hanscom received fatal injuries from attempting to get upon a train in motion, in Lowell.
- July 4. Mrs. Lydia Clark received severe injuries from stepping off the train in motion at Mace's Crossing, near Tewksbury, on the Lowell and Lawrence Railroad.
- July 14. Daniel Murphy, while walking upon the track in Cambridge, was run down by a train and received fatal injuries.
- Aug. 20. Mr. Hawkes, while walking upon the track in Cambridge, was struck by a train and received severe injuries.
- Aug. 22. Daniel Kelley, brakeman on Woburn freight, was knocked from his train by a bridge and lost an arm.
- Nov. 8. Don Carlos Hoyt, brakeman on passenger train approaching Lowell from Boston, after dark, accidentally fell from the forward part of the train, after his brakes were put on. He received severe contusions, but has since recovered.
- The rear part of the same train, which had previously been detached to switch off upon the Nashua track, overtook the forward cars, after the brakeman fell, and a collision resulted; by which master Frank Gordon had one leg broken, and received other severe injuries.
- Nov. 17. Samuel M. Hale fell in a fit from the platform of a car, while the train was in motion, in Lowell, and received fatal injuries.

F. B. CROWNINSHIELD, J. G. ABBOTT, WM. MINOT, JR., GEO. W. LYMAN,	}	<i>Directors of the Boston and Lowell Railroad Corporation.</i>
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SUFFOLK, ss. December 31, 1860. Then personally appeared F. B. Crowninshield, J. G. Abbott, William Minot, Jr., and George W. Lyman, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

J. THOS. STEVENSON, *Justice of the Peace.*

TWENTY-SIXTH ANNUAL REPORT

OF THE

BOSTON AND MAINE RAILROAD.

Report of the Directors of the Boston and Maine Railroad Corporation, for the year ending November 30, 1860.

1 Capital stock,		\$4,155,700 00
2 Number of shares of capital stock issued,	41,557	
3 Increase of capital, since last report,	Nothing.	
4 Capital paid in, per last report,	4,076,974 52	
5 Capital paid in, since last report,	Nothing.	
6 Total amount of capital stock paid in,		4,076,974 52
7 Funded debt, per last report,	Nothing.	
8 Funded debt, paid since last report,	Nothing.	
9 Funded debt, increase of, since last report,	Nothing.	
10 Total present amount of funded debt,	Nothing.	
11 Floating debt, per last report,	Nothing.	
12 Floating debt created since last report,	159,920 00	
13 Floating debt, paid since last report,	67,200 00	
14 Total present amount of floating debt,	92,720 00	
15 Total present amount of funded and floating debt,		92,720 00
16 Average rate of interest per annum, paid during the year,	6 per cent.	
17 Maximum amount of debts during the year,	159,920 00	
COST OF ROAD AND EQUIPMENT.		
18 For graduation and masonry, per last report,	882,067 40	
19 For graduation and masonry, paid during the past year,	Nothing.	
20 Total amount expended for graduation and masonry,		882,067 40
21 For wooden bridges, per last report,	371,468 55	
22 For wooden bridges, paid during the past year,	Nothing.	
23 Total amount expended for wooden bridges,		371,468 55
24 Total amount expended for iron bridges, (if any,)	None.	
25 For superstructure, including iron, per last report,	984,523 89	
26 For superstructure, including iron, paid during the past year,	Nothing.	
27 Total amount expended for superstructure, including iron,		984,523 89
28 For stations, buildings and fixtures, per last report,	520,722 78	
29 For stations, buildings and fixtures, paid during the past year,	Nothing.	
30 Total amount expended for stations, buildings and fixtures,		520,722 78

BOSTON AND MAINE RAILROAD.

31 For land, land-damages and fences, per last rep't,	815,512 29	
32 For land, land-damages, and fences, paid during the past year,	Nothing.	
33 Total amount expended for land, land-damages and fences,		815,512 29
34 For locomotives, per last report,	171,480 00	
35 For locomotives, paid during the past year,	27,038 00	
36 Total amount expended for locomotives,		198,518 00
37 For passenger and baggage cars, per last report,	67,695 00	
38 For passenger and baggage cars, paid during the past year, [\$13,991, charged for depreciation \$1,368; balance,]	12,623 00	
39 Total amount expended for passenger and baggage cars,		80,318 00
40 For merchandise cars, per last report,	133,882 00	
41 For merchandise cars, paid during the past year,	12,015 00	
42 Total amount expended for merchandise cars,		145,897 00
43 For engineering, per last report,		} Included in agencies, &c.
44 For engineering, paid during the past year,		
45 Total amount expended for engineering,		
46 For agencies and other expenses, per last report,	272,388 94	
47 For agencies and other expenses, paid during the past year,	Nothing.	
48 Total amount expended for agencies and other expenses,		272,388 94
49 Total cost of road and equipment,		4,271,416 85
50 Amount of assets or property held by the corporation, in addition to the cost of the road, [after deducting dividend payable January 1, 1861, of \$166,228, monthly balances due other roads, &c., of \$66,155 36, and floating debt of 92,720,]		389,289 83
CHARACTERISTICS OF ROAD.		
51 Length of road,	74 26-100th miles.	
52 Length of single main track,	46 47-100th miles.	
53 Length of double main track,	27 79-100th miles.	
54 Length of branches owned by the company, stating whether they have a single or double track,	} 1 4-100 mile double; in all, 8 79-100th miles.	
55 Aggregate length of sidings, and other tracks, excepting main tracks and branches,		21 9-10th miles.
56 Weight of rail, per yard, in main road,	} Nearly 3 miles, 48 lbs., balance 56 to 60.	
57 Weight of rail, per yard, in branch roads, (specify the different weights per yard,)		48, 56, 58 and 60 lbs.
58 Maximum grade, with its length, in main road,	} 47½ feet per mile, for 77-100th miles.	
59 Maximum grade, with its length, in branch roads,		36 ft. for 1 40-100th miles.
60 Total rise and fall in main road,	1498 feet.	
61 Total rise and fall in branch roads,	146 feet.	
62 Shortest radius of curvature, with length of curve, in main road,	} 1050 feet radius; length 1150 feet.	
63 Shortest radius of curvature, with length of curve, in branch roads,		1000 feet radius; length 1150 feet.
64 Total degrees of curvature, in main road,	1988°.	
65 Total degrees of curvature, in branch roads,	456¾°.	

66	Total length of straight line, in main road, . . .	49 73-100th miles.
67	Total length of straight line, in branches, . . .	5 81-100th miles.
68	Aggregate length of wooden truss bridges, . . .	2612 feet.
69	Aggregate length of all other wooden bridges, . . .	7007 feet.
70	Aggregate length of iron bridges, . . .	None.
71	Whole length of road unfenced on both sides, [except that otherwise guarded,] . . .	1 $\frac{3}{4}$ miles.
72	Number of public ways crossed at grade, . . .	95
73	Number of railroads crossed at grade, . . .	1 horse and 5 steam.
74	Remarks, . . .	None.
75	Way stations for express trains, . . .	None.
76	Way stations for accommodation trains, . . .	20
77	Flag stations, . . .	7
78	Whole number of way stations, . . .	20
79	Whole number of flag stations, . . .	7

DOINGS DURING THE YEAR.

80	Miles run by passenger trains, . . .	412,728
81	Miles run by freight trains, . . .	185,442
82	Miles run by other trains, . . .	22,693
83	Total miles run, . . .	620,863
84	Number of passengers carried in the cars, . . .	1,893,185
85	Number of passengers carried one mile, . . .	28,753,129
86	Number of tons of merchandise carried in the cars, . . .	293,749
87	Number of tons of merchandise carried one mile, . . .	8,209,637
88	Number of passengers carried one mile, to and from other roads, . . .	8,701,999
89	Number of tons carried one mile, to and from other roads, . . .	2,952,496
90	Rate of speed adopted for express passenger trains, including stops, . . .	35 miles per hour.
91	Average rate of speed actually attained by ex- press passenger trains, including stops and de- tentions, . . .	34 miles per hour.
92	Rate of speed adopted for accommodation trains, . . .	24 miles per hour.
93	Rate of speed actually attained by accommoda- tion trains, including stops and detentions, . . .	23 miles per hour.
94	Average rate of speed actually attained by spe- cial trains, including stops and detentions, . . .	20 miles per hour.
95	Average rate of speed adopted for freight trains, including stops, . . .	12 miles per hour.
96	Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, . . .	10,464,368
97	Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . .	15,487,797

EXPENDITURES FOR WORKING THE ROAD.

98	For repairs of road, maintenance of way, exclu- sive of wooden bridges, and renewals of iron, . . .	88,207 45
99	For repairs of wooden bridges, . . .	18,164 04
100	For wages of switchmen, average per month, . . . \$24 30	} Total, 21,223 12
101	For wages of gate-keepers, average per month, . . . 22 12	
102	For wages of signal-men, average per month, . . . 22 53	
103	For wages of watchmen, average per month, . . . 31 34	

104	Number of men employed, exclusive of those engaged in construction.	615	
105	For removing ice and snow.		719 14
106	For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses.		4,067 87
107	Total for maintenance of way.		\$132,381 62
MOTIVE POWER AND CARS.			
	Horse power.		9,200 00
108	For repairs of locomotives.		37,706 86
109	For new locomotives, to cover depreciation.		7,781 84; incl'd in above.
110	For repairs of passenger cars.		17,234 52
111	For new passenger cars, to cover depreciation.		5,883 53; incl'd in above.
112	For repairs of merchandise cars.		10,886 12
113	For new merchandise cars, to cover depreciation.		1,310 63; incl'd in above.
114	For repairs of gravel and other cars.		126 69
115	Total for maintenance of motive power and cars.		75,154 19
116	Number of engines.	36	
117	Number of passenger cars.	54	
118	Number of baggage cars.	16	
119	Number of merchandise cars.	544	and 22 hand cars.
120	Number of gravel cars.	21	
MISCELLANEOUS.			
121	For fuel used by engines during the year, viz.:		
	1. Wood, number of cords, 11,920. Cost of the same, [including water,]		60,529 54
	2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 2,986. Cost of same,		16,336 94
122	For oil used by cars and engines.		8,796 53
123	For waste and other material for cleaning.		1,955 73
124	For salaries, wages, and incidental expenses, chargeable to passenger department.		66,043 23
125	For salaries, wages, and incidental expenses, chargeable to freight department.		58,860 52
126	For gratuities and damages.		808 00
127	For taxes and insurance.		15,597 71
128	For ferries.		Nothing.
129	For repairs of station buildings, aqueducts, fixtures, furniture.		39,045 06
130	For renewals of iron, [15,130 96, as below,]		
131	For new iron laid down, deducting the value of old iron taken up.		15,130 96
132	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company.		Nothing.
133	For amount paid other companies, as rent for use of their roads, specifying each company, [see note].		7,500 00 Danvers R.R.
134	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items.		17,070 85
135	Total miscellaneous.		307,675 07
136	Total expenditures for working the road.		\$515,210 88
137	Total amount of interest paid during the year, [received more than paid.]		

INCOME DURING THE YEAR.

138	<i>For passengers</i> :—		
1.	On main road, including branches owned [and roads leased] by company,	428,249 43	
2.	To and from other roads, specifying what, viz: Great Falls and Conway; Cochecho; Portsmouth and Concord; Salem and Lowell; Contoocook Valley; Boston, Concord and Montreal; Concord, Manchester and Lawrence; New Hampshire Central; Vermont Central; Northern; Connecticut and Passumpsic Rivers; Concord and Claremont; South Reading Branch; Portland, Saco and Portsmouth,	141,916 87	570,166 30
139	<i>For Freight</i> :—		
1.	On main road and branches owned [and roads leased] by company,	285,512 17	
2.	To and from other connecting roads,	88,134 62	373,646 79
140	U. S. Mails,	.	9,723 50
141	Rents, [Interest, \$11,225 90; Portland, Saco and Portsmouth Railroad Surplus, \$15,000,]	.	11,167 93
142	Total income,	.	990,930 42
143	Net earnings after deducting expenses,	.	475,719 54

DIVIDENDS.

144	Eight per cent. Total,	.	332,456 00
145	Surplus not divided, [earned this year,]	.	141,895 54
146	Surplus last year, [446,425 53, less loss on assets 4,588 91,]	.	441,836 62
147	Total surplus,	.	583,732 16

ESTIMATED DEPRECIATION BEYOND THE RE-NEWALS, VIZ: :

148	Of road and bridges,	.	} Nothing.
149	Buildings,	.	
150	Engines and cars, [\$1,368, and this amount charged off,]	.	
			1,368 00
	[Net, after deducting expenses and depreciation,]		<u>\$474,351 54</u>

MORTGAGE DEBTS.

151	Amount of debts secured by mortgages of road and franchise, or any property of the corporation, per last report,	.	Nothing.
152	Mortgage debt, paid since last report,	.	"
153	Increase of mortgage debt, since last report,	.	"
154	Present amount of mortgage debts,	.	"
155	Number of mortgages on road and franchise, or any property of the corporation,	.	None.

All which is respectfully submitted,

FRANCIS COGSWELL,
 JAMES H. DUNCAN,
 G. W. KITTREDGE,
 PETER T. HOMER,
 DANIEL M. CHRISTIE,
 I. M. SPELMAN,
 HENRY SALTONSTALL,

Directors of the Boston and Maine Railroad.

SUFFOLK, ss. December 26, 1860.

Then personally appeared the abovenamed Francis Cogswell, James H. Duncan, G. W. Kittredge, Peter T. Homer, Daniel M. Christie, I. M. Spelman, and Henry Saltonstall, and severally made oath to the truth of the foregoing.

Before me,

HORACE B. WILBUR,

Justice of the Peace.

NOTE.—Included in the foregoing are the earnings and expenses attending the operation of the Danvers Railroad and the Newburyport Railroad, which have been, by authority of law, leased to this corporation. The rent for the use of the Newburyport Railroad has been pre-paid for one hundred years by a loan to them for that term of time, not on interest.

STATEMENT

Of Fatal Accidents and Serious Injuries on the Boston and Maine Railroad, from Nov. 30, 1859, to Nov. 30, 1860.

February 7, 1860.—Patrick Graham, of Boston, while lying upon the track at Stoneham, was run over and instantly killed. Intoxicated at the time.

March 8, 1860.—Benjamin F. Allen, a young man of imperfect mind, subject to convulsive fits, fell upon the track at South Lawrence. A freight train, while backing at the time, ran over and instantly killed him.

April 20, 1860.—George Western, a boy two and a half years of age, while playing upon the track at Georgetown, was run over and so badly injured that he died May 12, 1860.

August 4, 1860.—Obed Hussey, while attempting to get upon the train at Exeter, fell under the cars and was almost instantly killed.

September 22, 1860.—Fernald D. Spokesfield, of Reading, while walking on the track at Somerville, was run over by the Medford train, and died in five minutes after reaching the hospital.

October 20, 1860.—William Brown was found lying on the side of the track above Reading, supposed to have been struck by a night freight train. He was carried to Reading, and died immediately.

November 28, 1860.—A boy by the name of Sullivan, at Malden, while attempting to get upon a freight train while in motion, fell upon the track and had his leg cut off. He died the same day from the injuries received.

No blame attached to the Company on account of any of the above accidents.

The undersigned have examined the foregoing Report of the Directors of the Boston and Maine Railroad, and approve the same.

WILLIAM STEVENS,

Commissioner for Massachusetts.

WILLIS H. ESTEY,

Commissioner for New Hampshire.

LEWIS B. SMITH,

Commissioner for Maine.

REPORT
OF THE
DIRECTORS

OF THE

Boston and Providence Railroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

REPORT

OF THE

DIRECTORS

OF THE

Boston and Providence Railroad Corporation,

For the year ending November 30, 1860.

1. Capital Stock, - - - - -	\$3,160,000.00	
2. Number of shares of capital stock issued, 31,600, - - - - -		
3. Increase of capital, since last Report, - - - - -		
4. Capital paid in per last Report, - - - - -	3,160,000.00	
5. Capital paid in since last Report, - - - - -		3,160,000.00
6. Total amount of capital stock paid in, - - - - -		
7. Funded debt, per last Report, - - - - -	174,220.00	
8. Funded debt, paid since last Report, - - - - -	11,500.00	
9. Funded debt, increase of, since last Report - - - - -		
10. Total present amount of funded debt, - - - - -	162,720.00	
11. Floating debt, per last Report, - - - - -		
12. Floating debt, paid since last Report, - - - - -		
13. Floating debt, increase of, since last Report, - - - - -		
14. Total present amount of floating debt, - - - - -		
15. Total present am't of funded and floating debt, - - - - -		162,720.00
16. Average rate of interest per annum, paid during the year, 6 per cent. - - - - -		
17. Maximum amount of debts during the year, \$174,220.		
COST OF ROAD AND EQUIPMENT.		
Seekonk Br. and Wharf, - - - - -	\$31,655.70	} 594,750.88
New Track, India St., - - - - -	13,190.28	
B. and P. Railroad, in R.I., - - - - -	150,000.00	
P. and W. R.R., on joint acc't, 399,904.90		
18. For graduation and masonry, per last Report, - - - - -	\$ 775,000.00	
19. For graduation and masonry, paid during the past year, - - - - -		
20. Total amount expended for graduation and masonry, - - - - -		775,000.00
21. For wooden bridges, per last Report, - - - - -	101,000.00	
22. For wooden bridges, paid during the past year, - - - - -		
23. Total amount expended for wooden bridges, - - - - -		101,000.00
24. Total am't expended for iron bridges (if any), - - - - -		9,840.00
25. For superstructure, including iron, per last Report, - - - - -	378,914.40	
26. For superstructure, including iron, paid during the past year, - - - - -		
27. Total amount expended for superstructure, including iron, - - - - -		378,914.40
28. For stations, buildings and fixtures, per last Report, - - - - -	497,000.00	

29. For stations, buildings and fixtures, paid during the past year, - - -		
30. Total amount expended for stations, buildings and fixtures, - - -		\$497,000.00
31. For land, land-damages and fences per last Report, - - - - -	\$501,094.72	
32. For land, land-damages and fences, paid during the past year, - - -		
33. Total amount expended for land, land-damages and fences, - - - - -		501,094.72
34. For locomotives, per last Report, - - -	105,300.00	
35. For locomotives, paid during the past year, - - -		
36. Total amount expended for locomotives, - - -		105,300.00
37. For passenger and baggage cars, per last Report, - - -	44,100.00	
38. For passenger and baggage cars, paid during the past year, - - -		
39. Total amount expended for passenger, and baggage cars, - - - - -		44,100.00
40. For merchandise cars, per last Report, - - -	58,000.00	
41. For merchandise cars, paid during the past year, - - -		
42. Total amount expended for merchandise cars, - - -		58,000.00
43. For engineering, per last Report, - - -	95,000.00	
44. For engineering, paid during the past year, - - -		
45. Total amount expended for engineering, - - -		95,000.00
46. For agencies and other expenses, per last Report, - - -		
47. For agencies and other expenses, paid during the past year, - - -		
48. Total amount expended for agencies and other expenses, - - - - -		
49. Total cost of road and equipment, - - -		3,160,000.00
50. Amount of assets or property held by the Corporation in addition to the cost of the road, - - - - -	557,704.13	
Less Dividends due Jan. 1, 1861,—Funds for renewals and balances due from the Corporation, - - - - -	247,586.06	310,118.07
CHARACTERISTICS OF ROAD.		
51. Length of road, - - - - -		47 miles.
52. Length of single main track, - - -		21 miles.
53. Length of double main track, - - -		26 miles.
54. Length of branches owned by the Company, stating whether they have a single or double track, - - - - -		7 miles, single.
55. Aggregate length of sidings, and other tracks, excepting main tracks and branches, 6½ miles, single. - - - - -		
56. Weight of rail, per yard, in main road, 56 to 60 lbs. - - - - -		
57. Weight of rail, per yard, in branch road, (specify the different weights per yard,) 37½ to 60 lbs. - - - - -		
58. Maximum grade, with its length, in main road, - - - 34½ ft. per mile, 26,700 ft.		
59. Maximum grade, with its length, in branch roads, - - - 52 27-100 ft. per mile, 1,509 ft.		
60. Total rise and fall in main road, 501 41-100 ft. per mile, - - - - -		
61. Total rise and fall in branch roads, 306 87-100 ft. per mile. - - - - -		

62. Shortest radius of curvature, with length of curve, in main road, -	- 1,900 ft., 700 ft.
63. Shortest radius of curvature, with length of curve, in branch roads, -	- 900 ft.
64. Total degrees of curvature, in main road, 342 — 12 — 60°.	- - -
65. Total degrees of curvature, in branch roads, 416 — 14 — 60°.	- - -
66. Total length of straight line, in main road, 35 $\frac{3}{8}$ miles.	- - -
67. Total length of straight line, in branches, 8 37-100 miles.	- - -
68. Aggregate length of wooden truss bridges,	2,086 $\frac{1}{2}$ ft.
69. Aggregate length of all other wooden bridges,	1,520 ft.
70. Aggregate length of iron bridges,	- 299 ft.
71. Whole length of road unfenced on both sides, 4 miles.	- - -
72. Number of public ways crossed at grade,	42.
73. Number of railroads crossed at grade,	1.
74. Remarks,	- - -
75. Way stations for express trains,	- 3.
76. Way stations for accommodation trains,	27.
77. Flag stations, -	- 6.
78. Whole number of way stations,	- 27.
79. Whole number of flag stations,	- 6.

DOINGS DURING THE YEAR.

80. Miles run by passenger trains, -	-	247,425
81. Miles run by freight trains, -	-	112,913
82. Miles run by other trains, -	-	13,907
83. Total miles run, -	-	374,245
84. Number of passengers carried in the cars, -	-	1,093,394
85. Number of passengers carried one mile, -	-	14,048,828
86. Number of tons of merchandise carried in the cars, -	-	274,634
87. Number of tons of merchandise carried one mile, -	-	8,472,495
88. Number of passengers carried one mile, to and from other roads, -	-	7,006,398
89. Number of tons carried one mile, to and from other roads, -	-	3,993,039
90. Rate of speed adopted for express passenger trains, including stops, 29 miles per hour.		
91. Average rate of speed actually attained by express passenger trains, including stops and detentions, - 29 miles per hour.		
92. Rate of speed adopted for accommodation trains, - 22 miles per hour.		
93. Rate of speed actually attained by accommodation trains, including stops and detentions, - 22 miles per hour.		
94. Average rate of speed actually attained by special trains, including stops and detentions, - 22 miles per hour.		
95. Average rate of speed adopted for freight trains, including stops, 12 miles per hour.		
96. Estimated weight in tons of passenger cars (not including passengers) hauled one mile,		10,605,921

97. Estimated weight in tons of merchandise cars (not including freight) hauled one mile, 13,311,751		
EXPENDITURES FOR WORKING THE ROAD.		
98. For repairs of road, maintenance of way, exclusive of wooden and iron bridges, - - - \$41,781.32		
Carried to Fund for repairs, - - - 2,218.68	\$44,000.00	
99. For repairs of wooden bridges, \$8,324.41		
Carried to Fund, - - - - 675.59	9,000.00	
100. For wages of switchmen, av'ge per mo. \$25.00		
101. For wages of gate-keepers, av'ge per mo. 25.00		
102. For wages of signal-men, av'ge per mo. 25.00		
103. For wages of watchmen, av'ge per mo. 33.67	11,035.90	
104. Number of men employed, exclusive of those engaged in construction, 298.		
105. For removing ice and snow, \$39.93		
Carried to Fund for removing snow, 1,460.07	1,500.00	
106. For repairs of fences, gates, houses, 2,591.99		
Carried to Fund, - - - - 408.01	3,000.00	
107. Total for maintenance of way, - - -		\$68,535.90
MOTIVE POWER AND CARS.		
108. For repairs of locomotives, - - \$16,062.26		
109. For new locomotives, \$6,000.00		
Carried to Fund, 1,937.74 7,937.74	24,000.00	
110. For repairs of passenger cars, - 7,126.43		
111. For new passenger cars, to cover depreciation, - - - - 5,373.57	12,500.00	
112. For repairs of merchandise cars, - 6,616.45		
113. For new merchandise cars, \$7,100.00		
Carried to Fund, - - - 283.55 7,383.55	14,000.00	
114. For repairs of gravel and other cars, - - -		
115. Total for maintenance of motive power and cars, - - - - -		50,500.00
116. Number of engines, - - - 23		
117. Number of passenger cars, - - - 29½		
118. Number of baggage cars, - - - 9		
119. Number of merchandise cars: 179 8-wheel, and 10 4-wheel - - - -		
120. Number of gravel cars, - - - 20		
MISCELLANEOUS.		
121. For fuel used by engines during the year, viz. :		
1. Wood, 1,025 cords. Cost of the same, - - - - \$5,703.37		
2. Coal, 5,391 tons, (reckoning 2 240 lbs. to the ton,) - 31,100.27		
Water, - - - - - 960.00	37,763.64	
122. For oil used by cars and engines, - - -	5,480.61	
123. For waste and other material for cleaning, -	1,280.92	

124. For salaries, wages and incidental expenses, chargeable to passenger department, -	\$41,746.26	
125. For salaries, wages, and incidental expenses, chargeable to freight department, - - -	51,670.04	
126. For gratuities and damages, - - -	3,000.00	
127. For taxes and insurance, - - -	9,087.98	
128. For transportation Mail, - - -	617.50	
129. For repairs of station-buildings, aqueducts, fixtures, furniture, - - - \$7,232.02		
For new stations and wharf, &c., - 16,767.98	24,000.00	
130. For renewals of iron, including laying down, - - - 7,358.68		
131. Carried to Fund for renewals - 12,641.32	20,000.00	
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, - - -		
133. For amount paid other companies, as rent for use of their roads, specifying each company, - - - - -		
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	12,225.03	
135. Total Miscellaneous, - - - - -		\$206,871.98
136. Total expenditures for working the road, - - - - -		325,907.88
137. Total amount of interest paid during the year, - - - - -		10,236.12
Total expenses, Fund for renewal and interest, - - - - -		336,144.00
INCOME DURING THE YEAR.		
138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company, - - - - -	281,306.82	
2. To and from other roads, - - - - -	57,240.44	
139. For <i>Freight</i> :—		
1. On main road and branches owned by company, - - - - -	256,779.43	
2. To and from other connecting roads, - - - - -	49,735.85	
140. U. S. Mails, - - - - - \$7,850.00		
Express business, - - - - - 7,494.96	15,344.96	
141. Rents, - - - - - \$9,712.76		
Interest, &c., received, - - - - - 15,510.60	25,223.36	
142. Total income, - - - - -	685,630.86	
143. Net earnings after deducting expenses, - - - - -	349,486.86	
DIVIDENDS.		
144. 8 per cent. Total, - - - - -	252,800.00	
145. Surplus not divided, - - - - -	96,686.86	
146. Surplus last year, \$137,500.19—add received for debt, 1,400.00 \$138,900.19		
Less 2d Track, 73,188.98		
Fund for Insurance, 15,000.00	88,188.98	
147. Total surplus, - - - - -	147,398.07	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:	
148. Of road and bridges. See Rep. Bridges, above,	} None.
149. Buildings. See Rep. Stations &c., above.	
150. Engines and Cars. See Rep. Engines and Cars, above,	
MORTGAGE DEBTS.	
151. Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	} None.
152. Mortgage debt paid since last report,	
153. Increase of mortgage debt since last report,	
154. Present amount of mortgage debts,	
155. Number of mortgages on road and franchise, or any property of the corporation,	

ACCIDENTS DURING THE YEAR ENDING NOV. 30, 1860.

- 1859.
- Dec. 2. J. G. Remington, brakeman, way freight from Providence, caught between freight cars at Sharon, slightly injured.
- Dec. 5. Michael Lyon, laborer, caught between freight cars at Boston, and injured seriously.
- Dec. 21. John Harrington, instantly killed at Jamaica Plain. Verdict—intoxicated; Railroad Corporation blameless.
- Dec. 23. T. J. Caufield, conductor, freight train, injured between cars at Canton. Resumed work February 8, 1860.
- 1860.
- Jan. 6. Wheaton Burgess, injured by Dedham train, Church street, Boston; died at Hospital. Verdict—incautiously crossing track.
- May 22. Michael Watson, 5 years old, killed while sitting on track, by outward express train, beyond Tremont street crossing, Roxbury.
- June 18. Edward Clarry, gravel train laborer, died at Hospital from injuries received May 31, by collision of trains at Canton.
- July 27. Michael Connelly, gravel train laborer, died at Hospital, from injuries received by falling under gravel train at Canton.
- Aug. 5. Wm. Marra, of Stoughton, died at Hospital from injuries received by being run over by Stoughton Branch train, near Canton. He was sitting on track, intoxicated.
- Sept. 1. An unknown man, killed while walking on track near Jamaica Plains station.
- Sept. 26. John Sowden, killed, walking on track near Gas House, West Roxbury.
- Oct. 17. S. B. Littlefield, killed by falling from excursion train near Hyde Park, while passing from one car to another.
- Nov. 26. Michael Carrighan, fell under freight car in yard at Boston. Died at Hospital, Nov. 29th.

C. H. WARREN, JOSEPH GRINNELL, JOHN BARSTOW, S. T. DANA, J. HUNTINGTON WOLCOTT,	} Directors of the Boston and Providence Railroad Corporation.

SUFFOLK, ss. December 26, 1860. Then personally appeared C. H. Warren, Joseph Grinnell, John Barstow, S. T. Dana, J. Huntington Wolcott, and severally made oath that the foregoing statement by them subscribed, was true, according to the best of their knowledge and belief.

Before

E. PICKERING, Justice of the Peace.

THIRTY-FIRST ANNUAL REPORT

OF THE

Boston & Worcester Railroad Corporation,

Being for the Year ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

GENERAL STATUTES, Chap. 63, Sections 132 to 135.

Capital Stock, - - - - -		\$4,500,000
Number of shares of capital stock issued,		45,000
Increase of capital, since last Report, -	none	
Capital paid in, per last Report, - -		4,500,000
Capital paid in, since last Report, -	none	
Total amount of capital stock paid in,		4,500,000
Funded debt, per last Report, - -	500,000	
Funded debt, paid since last Report, -		500,000
Funded debt, increase of, since last Report,	none	
Total present amount of funded debt,	none	
Floating debt, per last Report, - -	29,595 48	
Floating debt, paid since last Report, -	none	
Floating debt, increase of, since last Report,	17,988 99	
Total present amount of floating debt,		47,584 47
Total present amount of funded and floating debt, - - - -		47,584 47
Average rate of interest per annum, paid during the year, - - - -	6 per cent.	
Maximum amount of debts during the year,		547,648 11
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report,	737,376 51	
For graduation and masonry, paid during the past year, - - - -	none	
Total amount expended for graduation and masonry, - - - -		737,376 51
For wooden bridges, per last Report, -	266,102 67	
For wooden bridges, paid during the past yr.	none	
Total am't expended for wooden bridges		266,102 67
Total amount expended for iron bridges (2 built during the yr.—ch'd repairs.)		

For superstructure, including iron, per last Report, - - - - -	1,410,811 06
For superstructure, including iron, paid during the last year, - - - - -	none
Total amount expended for superstructure, including iron, - - - - -	1,410,811 06
For stations, buildings and fixtures, per last Report, - - - - -	760,254 88
For stations, buildings and fixtures, paid during the past year, - - - - -	none
Total amount expended for stations, buildings and fixtures, - - - - -	760,254 88
For land, land-damages and fences, per last Report, - - - - -	887,859 65
For land, land-damages and fences, paid during the past year, - - - - -	9,861 37
Total amount expended for land, land-damages and fences, - - - - -	897,721 02
For locomotives, per last Report, - - - - -	179,425 23
For locomotives, paid during the past year, - - - - -	none
Total amount expended for locomotives, - - - - -	179,425 23
For passenger and baggage cars, per last Report, - - - - -	75,565 76
For passenger and baggage cars, paid during the past year, - - - - -	none
Total amount expended for passenger and baggage cars, - - - - -	75,565 76
For merchandise cars, per last Report, - - - - -	182,425 33
For merchandise cars, paid during the past year, - - - - -	none
Total amount expended for merchandise cars, - - - - -	182,425 33
For engineering, per last Report, - - - - -	228,759 24
For engineering, paid during the past year, - - - - -	none
Total amount expended for engineering, - - - - -	228,759 24
For agencies and other expenses, per last Report, - - - - -	none
For agencies and other expenses, paid during the past year, - - - - -	none
Total amount expended for agencies and other expenses, - - - - -	none
Total cost of road and equipment, - - - - -	4,738,441 70
Amount of assets or property held by the corporation, in addition to the cost of the road, - - - - -	589,125 20

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	44 $\frac{5}{8}$ miles
Length of single main track, - -	none
Length of double main track, - -	44 $\frac{5}{8}$ miles
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	24 miles, single.
Aggregate length of sidings and other tracks, excepting main tracks and branches, -	15 $\frac{1}{2}$ miles.
Weight of rail, per yard, in main road,	56, 60, 63, 66 lbs.
Weight of rail, per yard, in branch roads (specify the different weights per yard),	39, 50 lbs.
Maximum grade, with its length, in main road, - - - - -	{ 30 ft. for 10 $\frac{1}{4}$ m. & 37 $\frac{1}{2}$ ft. for 1100 ft.
Maximum grade, with its length, in branch roads, - - - - -	{ 30 ft. for 2 $\frac{1}{2}$ m. and 37 ft. for 1 $\frac{3}{4}$ miles.
Total rise and fall in main road, - -	714 feet
Total rise and fall in branch roads, -	316 "
Shortest radius of curvature, with length of curve, in main road, - - - - -	600 feet for 900 feet.
Shortest radius of curvature, with length of curve, in branch roads, - - - - -	500 feet for 1080 feet.
Total degrees of curvature, in main road,	1855 degrees.
Total degrees of curvature, in branch roads,	1228 "
Total length of straight line, in main road,	26 $\frac{2}{5}$ miles.
Total length of straight line, in branches,	15 $\frac{1}{2}$ "
Aggregate length of wooden truss bridges,	250 feet.
Aggregate length of all other wooden bridges, - - - - -	{ 1628 ft. on main road, 1490 ft. on branches.
Aggregate length of iron bridges, -	125 feet.
Whole length of road unfenced on both sides,	10 miles.
Number of public ways crossed at grade,	44 on m. road—26 on brs,
Number of railroads crossed at grade, -	{ 3—B. & P., W. & N., and Newton Horse.
Remarks, - - - - -	
Way stations, for express trains, - -	1—Framingham.
Way stations, for accommodation trains,	14 on main—16 on brs.
Flag stations, - - - - -	16
Whole number of way stations, including Branches, - - - - -	30
Whole number of flag stations, - -	16

DOINGS DURING THE YEAR.

Miles run by passenger trains, - -	340,804
Miles run by freight trains, - - -	177,798
Miles run by other trains, - - -	7,352
Total miles run, - - - - -	525,954

Number of passengers carried in the cars,	1,601,013
Number of passengers carried one mile,	24,979,294
Number of tons merch'dise carried in cars,	352,999
Number of tons of merchandise carried 1 m.	12,619,150
Number of passengers carried one mile, to and from other roads, - - -	8,074,224
Number of tons carried one mile, to and from other roads, - - - - -	9,196,560
Rate of speed adopted for express passenger trains, including stops, - -	33 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - - - -	33 " " "
Rate of speed adopted for accom. trains,	25 " " "
Rate of speed actually attained by accommo. trains, including stops and detentions,	25 " " "
Average rate of speed actually attained by special trains, incl. stops and detentions,	21 " " "
Average rate of speed adopted for freight trains, including stops and detentions,	11 " " "
Estimated weight in tons of passenger cars (not including passengers), hauled 1 mile,	14,337,670
Estimated weight in tons of merchandise cars (not including freight), hauled 1 m.	18,445,259

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way exclusive of wooden bridges, and renewals of iron, - - - - -	59,375 44
For repairs of wooden bridges, - -	2,592 58
For wages of switchmen, average per month, - - - - - \$38 56	} 13,736 66
For wages of gate-keepers, average per month, - - - - - \$	
For wages of signal-men, average per month, - - - - - \$23 06	
For wages of watchmen, average per month, - - - - - \$40 88	} 565
Number of men employed, exclusive of those engaged in construction, - -	
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam power used), - - - - -	} Included in road and engine repairs.
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - - - -	
Total for maintenance of way, - -	75,704 68

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	33,279 49
For new locomotives, to cover depreciation,	17,000
For repairs of passenger cars, - -	24,595 39
For new pass. cars, to cover depreciation,	11,800
For repairs of merchandise cars, - -	9,332 93
For new merchandise cars, to cover depreciation, - - - - -	none
For repairs of gravel and other cars, -	588 42
Total for maintenance of motive power and cars, - - - - -	96,596 23
Number of engines, - - - - -	30
Number of passenger cars, - - -	{ 49 8wh., 1 4wh., $\frac{2}{3}$ of 2 16wh., $\frac{44}{36}$ of 18 8wh. N. Y. Line.
Number of baggage cars, - - -	{ 9—also $\frac{44}{36}$ of 7 N. Y. Line.
Number of merchandise cars, - - -	{ 272 8wh., 23 4wh. — equal to 567 4wh.
Number of gravel cars, - - -	55 4wh.

MISCELLANEOUS.

For fuel used by engines, during the year, including 533 cords at stations and in cars viz.—Wood, number of cords, 7,967	}	74,953 00
Coal, number of tons (reck'g 2,240 lbs. to the ton), 4,510		
For oil, used by cars and engines, -		8,228 82
For waste and other material for cleaning,		1,137 98
For salaries, wages and incidental expenses, chargeable to passenger department,		75,879 93
For salaries, wages and incidental expenses, chargeable to freight department, - -		98,389 07
For gratuities and damages, - - -		3,305 75
For taxes and insurance, - - -		12,358 45
For ferries, - - - - -		none
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -		19,410 21
For renewals of iron, including laying down, For new iron laid down, deducting the value of old iron taken up, - - - - -	}	32,719 20
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, -			none

For amount paid other companies, as rent for use of their roads, specifying each company. (Agricultural Branch) - -	15,563 20	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	31,786 83	
Total Miscellaneous, - - -		373,832 44
Total expenditures for working the road,		546,133 35
Total amount paid during the year in reducing curvature at Brighton (including two iron bridges) charged expenses,	26,968 25	
Loss on machine shop, engine house, tools and engines, by fire, March 2, 55,049 77		
Less am't insurance rec'd, 21,752 49	33,297 28	

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company, - - -	359,980 39
2. To and from other roads, specifying what— (Western, Norwich, Nashua, Charles River), - - - -	199,040 28

For Freight:—

1. On main road and branches owned by company, - - - -	195,818 65
2. To and from other connecting roads, - - -	255,724 79
U. S. Mails, - - - - -	14,892 84
Rents, - - - - -	17,794 79
Balance of interest, - - - -	2,431 27
Total income, - - - - -	1,045,683 01
Net earnings, after deducting expenses,	439,284 13

DIVIDENDS.

8 per cent. Total, - - - -	360,000
Surplus not divided, - - - -	79,284 13
Surp. last yr—541,917 19 (reduc. 21,218 89)	520,698 30
Total surplus, - - - -	599,982 43

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Roads and bridges, - - - -	none
Building - - - - -	none
Engines and cars, - - - -	none

MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last Report, - - -	none
Mortgage debt, paid since last Report,	none
Mortgage debt, increase of, since last Rep't,	none
Total present amount of mortgage debt,	none
Number of mortgages on road and franchise, or any property of the Corporation, -	none

ACCIDENTS DURING THE YEAR.

Dec. 3d, 1859. Josiah Hemenway, of Shrewsbury, an aged man, and quite deaf, stepped upon the track near the freight-house in Worcester but a few feet in front of a moving engine, and was run over and instantly killed.

Dec. 26th. George Robbins, a freight-train brakeman, while on duty, came in contact with the Washington Street Bridge (in Boston), and was knocked down and seriously injured. He has since recovered and resumed his duties as brakeman.

March 6th, 1860. Joseph Kroft, a German, in attempting to cross the track at Ashland, in front of an Express Train, was knocked down, run over and instantly killed.

May 26th. A little boy, 8 years old, son of Silas Swett, of Boston, while playing on the track near the Tremont Street Bridge, was hit by a passing train and had an arm broken.

July 13th. James Perselly (Irish) while walking on the track of the Brookline Branch, stepped one foot upon the rail as the train was passing him, and had his foot so badly crushed that amputation was necessary.

Nov. 7th. Margaret Sproules (Irish), crossed the track at Newtonville (against the remonstrance of her friend), was hit by a passing train, and had a limb badly broken.

(Signed)	GINERY TWICHELL,	ISRAEL LOMBARD,
	DANIEL DENNY,	PETER T. HOMER,
	NATHANIEL HAMMOND,	ISAAC EMERY,
	BENJ. F. WHITE,	D. WALDO LINCOLN,
	EMORY WASHBURN,	

Directors B. & W. R. R.

COMMONWEALTH OF MASSACHUSETTS, }
Suffolk ss., Dec. 29, 1860. }

Then personally appeared Nathaniel Hammond and affirmed, and Ginery Twichell, Daniel Denny, Benj. F. White, Emory Washburn, Israel Lombard, Peter T. Homer, Isaac Emery, D. Waldo Lincoln, and severally made oath to the truth of the foregoing statement by them subscribed.

(Signed)

Before me,
HENRY G. DENNY,
Justice of the Peace.



REPORT

OF THE

DIRECTORS

OF THE

CAPE COD RAILROAD

CORPORATION,

FOR THE YEAR ENDING NOV. 30, 1860.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1860.



REPORT OF THE DIRECTORS
OF THE
CAPE COD RAILROAD CORPORATION.

For the year ending November 30, 1860. General Statutes, Chap. 63, Sects. 132 to 135.

1. Capital stock,		\$600,000 00
2. Number of shares of capital stock issued,	9,298	
3. Increase of capital, since last report,	-	-
4. Capital paid in, per last report,	\$681,689 94	
5. Capital paid in, since last report,	-	-
6. Total amount of capital stock paid in,		681,689 94
7. Funded debt, per last report,	190,000 00	
8. Funded debt, paid since last report,	21,600 00	
9. Funded debt, increase of, since last report,	-	-
10. Total present amount of funded debt,		168,400 00
11. Floating debt, per last report,	39,499 16	
12. Floating debt, paid since last report,	27,940 41	
13. Floating debt, increase of, since last report,	-	-
14. Total present amount of floating debt,		11,558 75
15. Total present amount of funded and floating debt,		179,958 75
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	223,495 16	

COST OF ROAD AND EQUIPMENT.

18. For graduation and masonry, per last report,	\$207,921 30	
19. For graduation and masonry, paid during the past year,	-	-
20. Total amount expended for graduation and masonry,		\$207,921 30
21. For wooden bridges, per last report,	30,305 54	
22. For wooden bridges, paid during the past year,	-	-
23. Total amount expended for wooden bridges,		30,305 54
24. Total amount expended for iron bridges (if any),	-	-
25. For superstructure, including iron, per last report,	433,120 99	
26. For superstructure, including iron, paid during the past year,	-	-
27. Total amount expended for superstructure, including iron,		433,120 99
28. For stations, buildings and fixtures, per last report,	91,289 83	
29. For stations, buildings and fixtures, paid during the past year,	-	-
30. Total amount expended for stations, buildings and fixtures,		91,289 83
31. For land, land-damages and fences, per last report,	76,823 96	
32. For land, land-damages and fences, paid during the past year,	-	-
33. Total amount expended for land, land-damages and fences,		76,823 96

34. For locomotives, per last report,	\$54,545 96	
35. For locomotives, paid during the past year,	-	-
36. Total amount expended for locomotives,		\$54,545 96
37. For passenger and baggage cars, per last report,	31,083 73	
38. For passenger and baggage cars, paid during the past year,	-	-
39. Total amount expended for passenger and baggage cars,		31,083 73
40. For merchandise cars, per last report,	38,235 04	
41. For merchandise cars, paid during the past year,	-	-
42. Total amount expended for merchandise cars,		38,235 04
43. For engineering, per last report,	21,054 95	
44. For engineering, paid during the past year,	-	-
45. Total amount expended for engineering,		21,054 95
46. For agencies and other expenses, per last report,	47,243 85	
47. For agencies and other expenses, paid during the past year,	-	-
48. Total amount expended for agencies and other expenses,		47,243 85
49. Total cost of road and equipment,		\$1,031,625 15
50. Amount of assets or property held by the corporation in addition to the cost of the road,	41,123 77	
Less amount of unclaimed dividends and balances due from the corporation,	4,088 74	
	<u>\$37,035 03</u>	

CHARACTERISTICS OF ROAD.

51. Length of road,	46.01 miles.
52. Length of single main track,	46.01 miles.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	1.04 miles, single track.
55. Aggregate length of sidings, and other tracks, excepting main tracks and branches,	2.70 miles.
56. Weight of rail, per yard, in main road,	56 lbs.
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 lbs.
58. Maximum grade, with its length, in main road,	47.52 feet for 2.79 miles.
59. Maximum grade, with its length, in branch roads,	40 feet for a small distance.
60. Total rise and fall in main road,	956.19 feet.
61. Total rise and fall in branch roads,	22.00 feet.
62. Shortest radius of curvature, with length of curve, in main road,	1,432.40 feet for 1,100 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	300 feet for a small distance.
64. Total degrees of curvature, in main road,	1,147 deg. 26 min. 44 sec.
65. Total degrees of curvature, in branch roads,	233 deg.
66. Total length of straight line, in main road,	30.25 miles.
67. Total length of straight line, in branches,	0.21 miles.
68. Aggregate length of wooden truss bridges,	179 feet.
69. Aggregate length of all other wooden bridges,	434 feet.
70. Aggregate length of iron bridges,	-
71. Whole length of road unfenced on both sides,	$\frac{1}{2}$ mile.
72. Number of public ways crossed at grade,	44
73. Number of railroads crossed at grade,	None.
74. Remarks,	-
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	14
77. Flag stations,	4
78. Whole number of way stations,	14
79. Whole number of flag stations,	4

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	60,822	
81. Miles run by freight trains	16,100	
82. Miles run by other trains,	600	
83. Total miles run,		77,522
84. Number of passengers carried in the cars,	99,802	
85. Number of passengers carried one mile,	2,276,122	
86. Number of tons of merchandise carried in the cars,	44,478	
87. Number of tons of merchandise carried one mile,	533,398	
88. Number of passengers carried one mile, to and from other roads,	1,856,322	
89. Number of tons carried one mile, to and from other roads,	350,717	
90. Rate of speed adopted for express passenger trains, including stops,	-	
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	
92. Rate of speed adopted for accommodation trains,	23 miles per hour.	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	23 miles per hour.	
94. Average rate of speed actually attained by special trains, including stops and detentions,	-	
95. Average rate of speed adopted for freight trains, including stops,	14 miles per hour.	
96. Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	1,600,000	
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	700,000	

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$13,910 56	
99. For repairs of wooden bridges,	338 16	
100. For wages of switchmen, average per month, \$30,	\$720 00	} 1,310 00
101. For wages of gate-keepers, average per month, \$4.17	50 00	
102. For wages of signal-men, average per month,		
103. For wages of watchmen, average per month, \$30,	540 00	
104. Number of men employed, exclusive of those engaged in construction,	96	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	-	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	433 22	
107. Total for maintenance of way,		\$15,991 94

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	\$12,161 96	
109. For new locomotives, to cover depreciation,	-	
110. For repairs of passenger cars,	4,000 00	
111. For new passenger cars, to cover depreciation,	-	

112. For repairs of merchandise cars,	\$6,551 44	
113. For new merchandise cars, to cover depreciation,	-	-
114. For repairs of gravel and other cars,	-	-
115. Total for maintenance of motive power and cars,		\$22,713 40
116. Number of engines,	7	
117. Number of passenger cars,	10	
118. Number of baggage cars,	5	
119. Number of merchandise cars,	46	
120. Number of gravel cars,	61	

MISCELLANEOUS.

121. For fuel used by engines during the year, viz. :—		
1. Wood, number of cords, 1237. Cost of the same,	\$5,875 75	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 455. Cost of same,	2,637 75	
122. For oil used by cars and engines,	1,656 00	
123. For waste and other material for cleaning,	183 08	
124. For salaries, wages and incidental expenses, chargeable to passenger department,	7,937 06	
125. For salaries, wages and incidental expenses, chargeable to freight department,	3,968 53	
126. For gratuities and damages,	1,076 48	
127. For taxes and insurance,	1,212 07	
128. For ferries,	-	-
129. For repairs of station buildings, aqueducts, fixtures, furniture,	3,084 07	
130. For renewals of iron and sleepers, laying down, included in road repairs,	4,976 41	
131. For new iron laid down, deducting the value of old iron taken up,	-	-
132. For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	-	-
133. For amount paid other companies, as rent for use of their roads, specifying each company,	-	-
134. For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	6,712 94	
135. Total miscellaneous,		\$39,320 14
136. Total expenditures for working the road,		\$78,025 48
137. Total amount of interest paid during the year,	12,587 71	} 14,287 71
Discount allowed in exchange and sales of bonds,	1,700 00	

INCOME DURING THE YEAR.

138. For <i>Passengers</i> :—		
1. On main road, including branches owned by company,	\$86,438 63	
2. To and from other roads, specifying what,	-	-
139. For <i>Freight</i> :—		
1. On main road and branches owned by company,	30,699 29	
2. To and from other connecting roads,	-	-
140. U. S. Mails,	5,500 00	
141. Rents and wharfage,	748 49	
142. Total income,		\$123,386 41
143. Net earnings, after deducting expenses,		45,360 93

DIVIDENDS.			
144.	Per cent. Total,	-	-
145.	Surplus not divided,	\$108,471	50
146.	Surplus last year,	31,073	22
147.	Total surplus, which has been applied towards the payment of the debts of the company,		\$139,544 72
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :-			
148.	Road and bridges,	-	-
149.	Buildings,	-	-
150.	Engines and cars,	-	-
MORTGAGE DEBTS.			
151.	Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,	-	-
152.	Mortgage debt, paid since last report,	-	-
153.	Increase of mortgage debt, since last report,	-	-
154.	Present amount of mortgage debts,	-	-
155.	Number of mortgages on road and franchise, or any property of the corporation,	-	-

J. H. W. PAGE,
BENJ. BURGESS,
RICHARD BORDEN,
M. S. LINCOLN,
ALEX'R BAXTER,
NATH'L S. SIMPKINS,

Directors of the Cape Cod Railroad Corporation.

SUFFOLK, ss. December 21, 1860. Then personally appeared said J. H. W. Page, Benj. Burgess, Richard Borden, M. S. Lincoln, Alex'r Baxter, and Nath'l S. Simpkins, and severally made oath to the truth of the foregoing statement, by them subscribed.

Before me,

GEO. MARSTON, *Justice of the Peace.*

REPORT

OF THE

CHESHIRE RAILROAD

CORPORATION.

FOR THE YEAR ENDING NOVEMBER 30, 1860.

BOSTON:

1860.

REPORT

OF THE

CHESHIRE RAILROAD CORPORATION.

Report of the Directors of the Cheshire Railroad Corporation for the year ending November 30, 1860.

Capital stock,.....	\$2,250,000 00	
Number of shares of capital stock issued,.....	22,263	
Increase of capital, since last report,.....	None.	
Capital paid in, per last report,.....	2,085,925 00	
Capital paid in since last report,.....	None.	
Total amount of capital stock paid in,.....		\$2,085,925 00
Funded debt, per last report,.....	738,200 00	
Funded debt, paid since last report,.....	None.	
Funded debt, increase of, since last report,.....	121,700 00	
Total present amount of funded debt,.....		859,900 00
Floating debt, per last report,.....	84,327 00	
Floating debt, paid since last report,.....	57,087 00	
Floating debt, increase of, since last report,.....	None.	
Total present amount of floating debt,.....	27,240 00	
Total present amount of funded and floating debt,..	887,140 00	
Average rate of interest per annum, paid during the year,.....	6 per cent.	
Maximum amount of debts during the year,.....	939,996 00	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,.....	\$1,490,749,84	
For graduation and masonry, paid during the past year,..	None.	
Total amount expended for graduation and masonry,		\$1,490 749 84
For wooden bridges, per last report,.....	41,490 38	
For wooden bridges, paid during the past year,.....	None.	
Total amount expended for wooden bridges,.....		41,490 38
Total amount expended for iron bridges (if any),...	None.	

For superstructure, including iron, per last report, ..	480,371 86	
For superstructure, including iron, paid during the past year,	None.	
Total amount expended for superstructure, including iron,		480,371 86
For stations, buildings and fixtures, per last report, ..	106,333 52	
For stations, buildings and fixtures paid during the past year,	None.	
Total amount expended for stations, buildings and fixtures,		106,333 52
For land, land-damages and fences, per last report, ..	125,055 50	
For land, land-damages and fences, received during the past year,	2,108 69	
Total amount expended for land, land damages and fences,		122,946 81
For locomotives, per last report,	138,4-9 39	
For locomotives, paid during the past year,	None.	
Total amount expended for locomotives,		138,459 39
For passenger and baggage cars, per last report, ..	24,971 86	
For passenger and baggage cars, paid during the past year,	None.	
Total amount expended for passenger and baggage cars,		24,971 86
For merchandise cars, per last report,	158,825 07	
For merchandise cars, paid during the past year, ..	None.	
Total amount expended for merchandise cars, ..		158,825 07
For engineering, per last report,	46,889 63	
For engineering, paid during the past year,	None.	
Total amount expended for engineering,		46,889 63
For agencies and other expenses, per last report, ...		462,807 40
For agencies and other expenses, during the past year, ..	None.	
Total amount expended for agencies and other expenses,	462,807 40	
Total cost of road and equipment,		\$3,073,855 76
Amount of assets or property held by the corporation in addition to the cost of the road,		204,611 74

Characteristics of Road.

Length of road,	53 646-1000 miles.
Length of single main track,	53 " "
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main track and branches,	8 miles.
Weight of rail, per yard, in main road,	60 pounds.
Weight of rail, per yard, in branch roads, (specify the different weights, per yard,)	None.
Maximum grade, with its length, in main road,	5' 664-1000 ft., 14 9-10 miles.
Maximum grade, with its length, in branch roads, ..	None.
Total rise and fall in main road,	2,377 feet.
Total rise and fall in branch roads,	None.
Shortest radius of curvature, with length of curve, in main road,	955 feet, 70 feet long.
Shortest radius of curvature, with length of curve, in branch roads,	None.
Total degrees of curvature, in main road,	3,152°, 18'
Total degrees of curvature, in branch roads,	None.
Total length of straight line, in main road,	31 28-100 miles.
Total length of straight line, in branches,	None.
Aggregate length of wooden truss bridges,	1,534 feet.
Aggregate length of all other wooden bridges,	425 feet.
Aggregate length of iron bridges,	None.

Whole length of road unfenced on both sides,.....	All fenced.
Number of public ways crossed at grade,.....	37
Number of railroads crossed at grade,.....	None.
Remarks,.....	None.
Way stations for express trains,.....	None.
Way stations for accommodation trains,.....	11
Flag stations,.....	4
Whole number of way stations,.....	11
Whole number of flag stations,.....	4

Doings during the Year.

Miles run by passenger trains,.....	89,829	
Miles run by freight trains,.....	169,077	
Miles run by other trains,.....	16,044	
Total miles run,.....		265,941
Number of passengers carried in the cars,....	72,021	
Number of passengers carried one mile,.....	2,923,941	
Number of tons of merchandise carried in the cars, ..	111,208	
Number of tons of merchandise carried one mile,....	5,749,527	
Number passengers carried one mile, to and from other roads,.....	2,372,996	
Number of tons carried one mile, to and from other roads,.....	5,378,039	
Rate of speed adopted for express passenger trains, including stops,.....	None.	
Average rate of speed actually attained by express passenger trains, including stops and detentions, ..	None.	
Rate of speed adopted for accommodation trains,....	22 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,.....	25 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions,.....	None.	
Average rate of speed adopted for freight trains, including stops,.....	10 miles per hour.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,.....	2,101,320	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,.....	8,624,291	

Expenditures for Working the Road.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,.....	20,198 29	
For repairs of wooden bridges,.....	2,534 43	
For wages of switchmen, average per month, \$24,)	772 90	
For wages of gate-keepers, average per month, \$)	None.	
For wages of signal-men, average per month, \$)	None.	
For wages of watchmen, average per month \$26,)	1,340 45	
Number of men employed, exclusive of those engaged in construction,	192 men.	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	445 36	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses,....	344 48	
Total for maintenance of way,.....		25,626 91

Motive Power and Cars.

For repairs of locomotives,.....	18,154 38
For new locomotives, to cover depreciation,.....	None.
For repairs of passenger cars,.....	3,719 35
For new passenger cars, to cover depreciation,.....	None.
For repairs of merchandise cars,.....	13,822 25
For new merchandise cars, to cover depreciation,....	None.
For repairs of gravel and other cars,.....	77 07

Total for maintenance of motive power and cars,		35,773 05
Number of engines,.....	18	
Number of passenger cars,.....	11, 8 wheel	
Number of baggage cars,	5 "	
Number of merchandise cars, 256, 8 wheel, 14, 4 wheel	526, equal to 4 wheel	
Number of gravel cars,.....	None.	

Miscellaneous.

For fuel used by engines, during the year, viz.,.....		
1. Wood, number of cords, 8,261 Cost of the	} [27,489 43	
same,..... \$27,489 43		
2. Coal, number of tons, (reckoning 2,240 lbs. to	} [27,489 43	
the ton,) None. Cost of same, None.		
For oil used by cars and engines,.....	4,645 77	
For waste and other material for cleaning,.....	1,531 02	
For salaries, wages and incidental expenses, chargeable to passenger department,.....	9,235 64	
For salaries, wages and incidental expenses, chargeable to freight department,.....	24,106 37	
For gratuities and damages,.....	238 38	
For taxes and insurance,.....	5,394 82	
For ferries,.....	None.	
For repairs of station buildings, aqueducts, fixtures, furniture,.....	5,876 09	
For renewals of iron, (including laying down),..	10,347 20	
For new iron laid down, deducting the value of old iron taken up,.....	8,753 29	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	None.	
For amount paid other companies, as rent for use of their roads, specifying each company. Vermont and Mass. Railroad Co ,.....	39,000 00	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,.....	6,531 08	
Total miscellaneous,.....		143,149 09
Total expenditures for working the road,.....		204,549 05
Total amount of interest paid during the year,.....		48,103 64

Income during the year.

For Passengers:—

1. On main road, including branches owned by company,.....	20,695 17
2. To and from other roads, specifying what, Fitchburg, Stony Brook, Fitchburg and Worcester, Sullivan, Vt. Central, Passumpic, Rutland and Burlington, Ogdensburg, Rutland and Washington, Saratoga and White Hall, Saratoga and Schenecta', Western Vt., Troy and Boston,	83,081 12

For Freight:—

1. On main road, and branches owned by company,.....	22,060 07
2. To and from other connecting roads, as above, ..	174,260 70
U. S. mails,.....	7,500 00
Rents, Miscellaneous, and Express,.....	7,448 42
Total income,.....	315,048 48
Net earnings, after deducting expenses,	62,392 79

Dividends.

—per cent. Total,.....	None.	
Surplus not divided,.....	62,008 79	
Surplus last year,.....	164,208 10	
Total surplus,.....		226,216 89

Estimated Depreciation beyond the Renewals, viz:—

Road and bridges,.....	None.
Buildings,.....	None.
Engines and cars,.....	None.

Mortgage Debts.

Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,.....	} Nothing.
Mortgage debt, paid since last report,.....	
Mortgage debt, increase of, since last report,.....	
Total present amount of mortgage debt,.....	
Number of mortgages on road and franchise, or any property of the corporation,.....	

The foregoing report is respectfully submitted by

THOMAS THACHER.
C. W. CARTWRIGHT,
S. HALE,
E. MURDOCK, JR.

} *Directors of the
Cheshire Railroad
Corporation.*

Suffolk, ss., December 26, 1860.

Then personally appeared Thomas Thacher, Salma Hale, Ephraim Murdock, Jr., and Charles W. Cartwright, and severally made oath to the truth of the foregoing statement, by them subscribed, according to their best knowledge and belief.

Before me

ROBERT B. WILLIAMS. *Justice of the Peace.*



SIXTEENTH ANNUAL REPORT

—OF THE—

Connecticut River Railroad Company.

SIXTEENTH ANNUAL REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY.

Report of the Connecticut River Railroad, under the General Statutes, Chapter 63, Sections 132 to 135.

Capital Stock,		\$ 1,750,000,00
Number of shares of capital stock issued,	15,911	
Increase of capital, since last Report,	None.	
Capital paid in, per last Report,	\$ 1,591,100,00	
Capital paid in, since last Report,	None.	
Total amount of capital stock paid in,		1,591,100,00
Funded debt, per last Report,	252,500,00	
Funded debt, paid since last Report,	None.	
Funded debt, increase of, since last Report,*	67,500,00	
Total present amount of funded debt,		320,000,00
Floating debt, per last Report,	None.	
Floating debt, paid since last Report,	None.	
Floating debt, increase of, since last Report,	None.	
Total present amount of floating debt,	None.	
Total present amount of funded and floating debt,		320,000,00
Average rate of interest per annum, paid during the year,	Six per cent.	
Maximum amount of debts during the year,		341,000,00

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report,	\$ 513,242,93	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		513,242,93
For wooden bridges, per last Report,	42,991,94	
For wooden bridges, paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		42,991,94
Total amount expended for iron bridges (if any.)	No iron bridges.	
For superstructure, including iron, per last Report,	545,287,61	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		545,287,61
For stations, buildings and fixtures, per last Report,	121,484,85	
For stations, buildings and fixtures, paid during the past year,	Nothing.	

*Increase of funded debt is apparent only, there being funds on hand to redeem this amount as it matures.

Total amount expended for stations, buildings and fixtures,		121,484 85
For land, land-damages and fences, per last Report,	229,407,18	
For land, land-damages and fences, paid during the past year,	Nothing.	
Total amount expended for land, land-damages and fences,		229,407,18
For locomotives, per last Report,	81,982,87	
For locomotives, paid during the past year,	Nothing.	
Total amount expended for locomotives,		81,982,87
For passenger and baggage cars, per last Report,	23,350,34	
For passenger and baggage cars, paid during the past year,	Nothing.	
Total amount expended for passenger and baggage cars,		23,350,34
For merchandise cars, per last report,	82,225,28	
For merchandise cars, paid during the past year,	Nothing.	
Total amount expended for merchandise cars,		82,225,28
For engineering, agencies and other expenses, per last Report,	161,970,80	
For engineering, agencies and other expenses, paid during the past year,	Nothing.	
Total amount expended for engineering, agencies and other expenses,		161,970,80
Total cost of road and equipment,		\$ 1,801,943,80
Amount of assets or property held by the corporation in addition to the cost of the road,		\$ 185,094,79

CHARACTERISTICS OF ROAD.

Length of Road,	}	50 miles. [Length of Ashu-
		elot Road, hired by Com-
Length of single main track,		pany, 23 miles.]
Length of double main track,		50 miles.
Length of branches owned by the Company, stating whether they have a single or double track,		None except for turnouts.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,		2 35-100 miles single track.
Weight of rail, per yard, in main road,		47,275 feet.
Weight of rail, per yard, in branch roads,	}	3½ miles, 50 lbs., 36 miles, 56
Specify the different weights per yard, . . . . .			lbs.; balance, 61 lbs.
Maximum grade, with its length, in main road,		56 lbs.
Maximum grade, with its length in branch roads,		50 lbs., 56 lbs. and 61 lbs.
Total rise and fall in main road,		32 feet per mile for 6½ miles.
Total rise and fall in branch roads,		18 feet per mile for 1½ miles.
Shortest radius of curvature, with length of curve in main road,		680 feet.
Shortest radius of curvature, with length of curve, in branch roads,		28 feet.
Total degrees of curvature, in main road,		882 feet radius, 889 feet long.
Total degrees of curvature, in branch roads,		714 feet radius, 1300 ft. long.
Total length of straight line, in main road,		1854°
Total length of straight line, in branches,		449°
Aggregate length of wooden truss bridges,		35½ miles.
Aggregate length of all other wooden bridges,		1 mile.
		2,674 feet.
		100 feet, pile bridge.

Aggregate length of iron bridges, . . .	None.
Whole length of road unfenced on both sides, . . .	None.
Number of public ways crossed at grade, . . .	55.
Number of rail roads crossed at grade, . . .	None.
Remarks,	- - -
Way stations for express trains,	No express trains run.
Way stations for accommodation trains,	15.
Flag stations,	None.
Whole number of way stations,	15.
Whole number of flag stations,	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	111,886	
Miles run by freight trains,	73,884	
Miles run by other trains,	9,256	
Total miles run,	<u>195,026</u>	195.026
Number of passengers carried in the cars, (including those to and from other roads, and excluding commuters,)	320,801½	
Number of passengers carried one mile, (including those to and from other roads, and excluding commuters,)	4,115,557	
Number of tons of merchandise carried in the cars,	117,460	
Number of tons of merchandise carried one mile,	2,738,817	
Number of passengers carried one mile, to and from other roads,	1,477,404	
Number of tons carried one mile, to and from other roads,	1,952,842	
Rate of speed adopted for express passenger trains, including stops,	} No express trains run.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,		
Rate of speed adopted for accommodation trains,	} 25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,		
Average rate of speed actually attained by special trains, including stops and detentions,	} 22 miles per hour.	
Average rate of speed adopted for freight trains, including stops,		
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	} 12 miles per hour.	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of Road, maintenance of way exclusive of wooden bridges, and renewals of iron,	\$ 29,750.13
For repairs of wooden bridges,	441.65
For wages of switchmen, average per month, \$ 30.00.	- . .
For wages of gate-keepers, average per month, \$ 20.00.	- . .
For wages of signal-men, average per month, \$ - -	- . .
For wages of watchmen, average per month, \$ 35.00.	- . .

Number of men employed, exclusive of those engaged in construction,	182	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	1,100,54	
For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses,	-	
Total for maintenance of way,	<u>-</u>	31,292,32

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$ 7,531,86	
For new locomotives, to cover depreciation,	4,750,00	
For repairs of passenger cars, (including rebuilding one,)	5,173,25	
For new passenger cars, to cover depreciation,	-	
For repairs of merchandise cars, (including rebuilding eleven,)	7,637,13	
For new merchandise cars, to cover depreciation,	-	
For repairs of gravel and other cars,	246,12	
[For repairs of tools and machinery,]	804,44	
Total for maintenance of motive power and cars,	<u>-</u>	\$ 26,142,80
Number of engines,	12	
Number of passenger cars,	13	
Number of baggage cars,	6	
Number of merchandise cars, (70 Long House ; 79 Long Platform ; 1 Short House.)	} 325—4 wheel.	
Number of gravel cars, (26 Short Platform,)		

MISCELLANEOUS.

For fuel used by engines during the year, viz :		
Wood, number of cords, 4581 7-128. Cost of the same,	\$ 17,341,74	
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) --- Cost of Coal,	No coal used.	
For oil used by cars and engines,	1,616,79	
For waste and other material for cleaning,	566,49	
For salaries, wages, and incidental expenses, chargeable to passenger department,	18,652,86	
For salaries, wages, and incidental expenses, chargeable to freight department,	24,618,92	
For gratuities and damages,	553,20	
For taxes and insurance,	1,474,58	
For ferries,	-	
For repairs of station buildings, aqueducts, fixtures, furniture,	3,428,55	
For renewals of iron, including laying down,	-	
For new iron laid down, deducting the value of old rail taken up,	10,036,77	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	-	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	7,912,76	
Total Miscellaneous,	<u>-</u>	86,202,66
Total expenditures for working the road,		\$ 143,637,78

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned
[and hired] by company, \$ 136,337,01

For Freight :—

1. On main road and branches owned [and
hired] by company, 147,173,96
U. S. Mails, \$ 7,278,78 ; Express, \$ 4,227,07, 11,505,85
Rents, and other income, 11,247,86
Total income, \$ 306,264,68
Net earnings, after deducting expenses, 162,626,90

DIVIDENDS.

Interest, \$ 14,064,77
Rent of Ashuelot Road, 30,000,00
Five per cent. regular, three per cent. extra, in all
eight per cent. on \$ 1,283,600—common stock,
and eight per cent. on \$ 307,500,—preferred
stock, 127,288,00
Surplus not divided, None.
Surplus last year, 84,664,46
Total surplus, 75,938,59

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road
and franchise, or any property of the Corpo-
ration, per last Report, \$ 72,500,00
Mortgage debt, paid since last Report, None.
Increase of mortgage debt, since last Report, 177,500,00
Present amount of mortgage debt, 250,000,00
Number of mortgages on road and franchise, or
any property of the Corporation, One.

RECORD OF ACCIDENTS,

On the Connecticut River Rail Road, for the year ending Nov. 30, 1860.

December 20.—Charles Bates of Chicopee, in attempting to get upon the cars of the 6 P. M. down train at Chicopee Junction, after the train had started, slipped from the platform of the depot and fell between the cars. One car passed over both legs. He died the same evening.

D. L. HARRIS, JOHN CHASE, IGNATIUS SARGENT, C. W. CHAPIN, HENRY W. CLAPP, I. M. SPELMAN,	}	Directors of the Railroad Corporation.
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SUFFOLK ss., Dec. 27, 1860. Then personally appeared D. L. Harris, John Chase, Ignatius Sargent, C. W. Chapin, Henry W. Clapp, and I. M. Spelman, and severally made oath to the truth of the foregoing statement by them subscribed.

Before STEPHEN FAIRBANKS, *Justice of the Peace.*

R E P O R T

—OF THE—

Danvers Railroad Company.

Report of the Danvers Railroad Corporation, for the year ending Nov.
30th, 1860, required by Chap. of General Statutes.

Capital Stock,.....	\$100,000.00
Increase of capital since last Report,.....	
Capital paid in, per last Report,.....	65,120.00
Capital paid in, since last Report,.....	460.00
Total amount of capital stock paid in.....	\$65,580.00
Number of shares of capital stock issued.....	389
Funded debt, per last report,.....	84.500
Funded debt, paid since last report,.....	
Funded debt, increase of, since last Report,..	40,500.00
Total present amount of funded debt,.....	125,000.00
Floating debt, per last Report,.....	77,621.51
Floating debt, paid since last Report,.....	41,907.99
Floating debt, increase of since Report,	
Total present amount of floating debt,.....	35,713.52
Total present amount of funded and floating debt,.....	160,713.52
Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last Report,.....	
Mortgage debt, paid since last Report,.....	
Mortgage debt, increase of, since last Report, .	
Total present amount of mortgage debt,...	
Number of mortgages on road and franchise, or any property of the Corporation,.....	
Maximum amount of debt during the year....	162,121.51
Average rate of interest per annum paid dur- ing the year,.....	6 per cent.
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last Report, .	90,208.49
For graduation and masonry, paid during the past year,.....	

DANVERS RAILROAD.

Total amount expended for graduation and masonry,	90,208.49
For wooden bridges, per last Report,	
For wooden bridges, paid during past year, ..	
Total amount expended for wooden bridges, ..	
Total amount expended for iron bridges, (if any)	
For superstructure, including iron, per last Report,	77,066.24
For superstructure, including iron, paid during the past year,	
Total amount expended for superstructure, including iron,	77,066.24
For stations, building and fixtures, per last Report,	9,374.17
For stations, buildings and fixtures, paid during the past year,	
Total amount expended for stations, buildings and fixtures,	9,374.17
For land, land damages and fences, per last Report,	16,681.58
For land, land damages and fences, paid during the past year,	11,205.18
Total amount expended for land, land damages and fences,	27,886.76
For locomotives, per last Report,	
For locomotives, paid during past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last Report,	
For passenger and baggage cars, during the past year,	
Total amount expended for passenger and baggage cars,	
For merchandise cars, per last Report,	
For merchandise cars, paid during past year, ..	
Total amount expended for merchandise cars, ..	2,615.18
For engineering per last Report,	2,615.18
For engineering paid during the past year, ..	
Total amount expended for engineering,	2,615.18
For agencies and other expenses, per last Report,	22,934.27
For agencies and other expenses, paid during past year,	3,038.73
Total amount expended for agencies and other expenses,	25,973.00
Total cost and equipment,	
Amount of assets or property held by the corporation in addition to the cost of the road, ...	45 shares capital stock.

DANVERS RAILROAD.

CHARACTERISTICS OF ROAD.

Length of road,.....	9 miles 1068 feet.
Length of single main track,.....	
Length of double main track,.....	
Length of branches owned by the company, stating whether they have a single or double track,.....	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,....	1150 feet.
Weight of rail, per yard, main road,.....	50 lbs
Weight of rail, per yard, branch road,.....	
Specify the different weights per yard,.....	
Maximum grade, with its length, in main road,	50 feet 6100 feet.
Maximum grade, with its length, in branch roads	
Total rise and fall in main road,.....	120 feet rise, 85 ft. fall
Total rise and fall in branch roads.....	
Shortest radius of curvature, with length of curve, in main road,.....	
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature, in main road,....	351 degrees.
Total degrees of curvature, in branch roads,..	
Total length of straight line, in main road,..	5 miles, 3900 feet
Total length of straight line, in branches,....	
Aggregate length of wooden truss bridges, ...	
Aggregate length of all other wooden bridges,	154 feet
Aggregate length of iron bridges,.....	
Whole length of road unfenced on both sides.	
Number of public ways crossed at grade,....	14
Number of railroads crossed at grade,.....	2
Remarks,.....	
Way stations for express trains,	
Way stations for accommodation trains,.....	5
Flag stations.....	
Whole number of way stations,	5
Whole number of flag stations,	

MISCELLANEOUS.

For salaries, office expenses, and all other ex- penses not included in the foregoing items,	\$100 00
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DANVERS RAILROAD.

The road has been operated by the Boston and Maine Railroad under their lease and they advanced rent in cash and their obligations, which constitute the funded debt within returned the Directors refer to that Corporation for report of the doings of the year.

GILBERT TAPLEY,
GEO. F. CHOATE,
CHAS. M. COX,
W. D. NORTHEND. } DIRECTORS.

ESSEX, ss. Dec. 27th, 1860. Then personally appeared the above named Charles M. Cox, W. D. Northend and made oath that the within return is true to their best knowledge and belief.

Before me, GEO. F. CHOATE, Justice of the Peace.

ESSEX, ss. Dec. 27, 1860. Personally appeared the above-named George F. Choate and made oath that the within return is true to the best of his knowledge and belief. Before me,

WM. COGSWELL, Justice of the Peace.

FIFTEENTH ANNUAL REPORT

OF THE

Dorchester and Milton Branch R. R.

CORPORATION.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1860.



R E P O R T

OF THE

DORCHESTER & MILTON BRANCH RAILROAD.

For the year ending November 30, 1860. General Statutes, Chap. 63, Sects. 132 to 135.

1. Capital stock,		\$130,000 00
2. Number of shares of capital stock issued,	720	
3. Increase of capital, since last report,	Nothing.	
4. Capital paid in, per last report,	\$73,340 00	
5. Capital paid in, since last report,	Nothing.	
6. Total amount of capital stock paid in,		73,340 00
7. Funded debt, per last report,	36,900 00	
8. Funded debt, paid since last report,	Nothing.	
9. Funded debt, increase of, since last report,	Nothing.	
10. Total present amount of funded debt,		36,900 00
11. Floating debt, per last report,	6,050 00	
12. Floating debt, paid since last report,	Nothing.	
13. Floating debt, increase of, since last report,	5,305 73	
14. Total present amount of floating debt,		11,355 73
15. Total present amount of funded and floating debt,		48,255 73
16. Average rate of interest per annum, paid during the year,	6 per cent.	
17. Maximum amount of debts during the year,	48,255 73	

COST OF ROAD AND EQUIPMENT.

18. For graduation and masonry, per last report,		
19. For graduation and masonry, paid during the past year,		
20. Total amount expended for graduation and masonry,		
21. For wooden bridges, per last report,		
22. For wooden bridges, paid during the past year,		
23. Total amount expended for wooden bridges,		
24. Total amount expended for iron bridges (if any),		
25. For superstructure, including iron, per last report,		
26. For superstructure, including iron, paid during the past year,		
27. Total amount expended for superstructure, including iron,		
28. For stations, buildings and fixtures, per last report,		
29. For stations, buildings and fixtures, paid during the past year,		
30. Total amount expended for stations, buildings and fixtures,		
31. For land, land-damages and fences, per last report,		
32. For land, land-damages and fences, paid during the past year,		
33. Total amount expended for land, land-damages and fences,		

34. For locomotives, per last report,	
35. For locomotives, paid during the past year,	
36. Total amount expended for locomotives,	
37. For passenger and baggage cars, per last report,	
38. For passenger and baggage cars, paid during the past year,	
39. Total amount expended for passenger and baggage cars,	
40. For merchandise cars, per last report,	
41. For merchandise cars, paid during the past year,	
42. Total amount expended for merchandise cars,	
43. For engineering, per last report,	
44. For engineering, paid during the past year,	
45. Total amount expended for engineering,	
46. For agencies and other expenses, per last report,	
47. For agencies and other expenses, paid during the past year,	
48. Total amount expended for agencies and other expenses,	
49. Total cost of road,	\$136,789 42
50. Amount of assets or property held by the corporation in addition to the cost of the road,	

CHARACTERISTICS OF ROAD.

51. Length of road,	3 miles 1,300 feet.
52. Length of single main track,	3 miles 1,300 feet.
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main tracks and branches,	None.
56. Weight of rail, per yard, in main road,	-
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	52 lbs.
58. Maximum grade, with its length, in main road,	39 6-10 ft., whole dis. 6,000 ft.
59. Maximum grade, with its length, in branch roads,	-
60. Total rise and fall in main road,	54½ feet.
61. Total rise and fall in branch roads,	-
62. Shortest radius of curvature, with length of curve, in main road,	410 feet, radius 200 feet.
63. Shortest radius of curvature, with length of curve, in branch roads,	-
64. Total degrees of curvature, in main road,	237½ deg.
65. Total degrees of curvature, in branch roads,	-
66. Total length of straight line, in main road,	242.100 miles.
67. Total length of straight line, in branches,	-
68. Aggregate length of wooden truss bridges,	101 feet.
69. Aggregate length of all other wooden bridges,	-
70. Aggregate length of iron bridges,	-
71. Whole length of road unfenced on both sides,	1½ miles, salt marsh.
72. Number of public ways crossed at grade,	2
73. Number of railroads crossed at grade,	None.
74. Remarks,	-
75. Way stations for express trains,	-
76. Way stations for accommodation trains,	4
77. Flag stations,	2
78. Whole number of way stations,	4
79. Whole number of flag stations,	2

DOINGS DURING THE YEAR.

80.	Miles run by passenger trains, . . . . .	.
81.	Miles run by freight trains . . . . .	.
82.	Miles run by other trains, . . . . .	.
83.	Total miles run, . . . . .	.
84.	Number of passengers carried in the cars, . . . . .	.
85.	Number of passengers carried one mile, . . . . .	.
86.	Number of tons of merchandise carried in the cars, . . . . .	.
87.	Number of tons of merchandise carried one mile, . . . . .	.
88.	Number of passengers carried one mile, to and from other roads, . . . . .	.
89.	Number of tons carried one mile, to and from other roads, . . . . .	.
90.	Rate of speed adopted for express passenger trains, including stops, . . . . .	.
91.	Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	.
92.	Rate of speed adopted for accommodation trains, . . . . .	.
93.	Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	.
94.	Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	.
95.	Average rate of speed adopted for freight trains, including stops, . . . . .	.
96.	Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, . . . . .	.
97.	Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, . . . . .	.

Included in Old Colony and Fall River Report.

20 miles per hour.

EXPENDITURES FOR WORKING THE ROAD.

98.	For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	.
99.	For repairs of wooden bridges, . . . . .	.
100.	For wages of switchmen, average per month,	\$
101.	For wages of gate-keepers, average per month, . . . . .	.
102.	For wages of signal-men, average per month, . . . . .	.
103.	For wages of watchmen, average per month, . . . . .	.
104.	Number of men employed, exclusive of those engaged in construction, . . . . .	.
105.	For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	.
106.	For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	.
107.	Total for maintenance of way, . . . . .	.

Furnished by the Old Colony & Fall River Railroad Company.

MOTIVE POWER AND CARS.

108.	For repairs of locomotives, . . . . .	.
109.	For new locomotives, to cover depreciation, . . . . .	.
110.	For repairs of passenger cars, . . . . .	.
111.	For new passenger cars, to cover depreciation, . . . . .	.

112.	For repairs of merchandise cars, . . . . .	.	.	.
113.	For new merchandise cars, to cover depreciation, . . . . .	.	.	.
114.	For repairs of gravel and other cars, . . . . .	.	.	.
115.	Total for maintenance of motive power and cars, . . . . .	.	.	.
116.	Number of engines, . . . . .	.	.	.
117.	Number of passenger cars, . . . . .	.	.	.
118.	Number of baggage cars, . . . . .	.	.	.
119.	Number of merchandise cars, . . . . .	.	.	.
120.	Number of gravel cars, . . . . .	.	.	.

MISCELLANEOUS.

121.	For fuel used by engines during the year, viz. :—	.	.	.
	1. Wood, number of cords, ——. Cost of the same, . . . . .	.	.	.
	2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) ——. Cost of same, . . . . .	.	.	.
122.	For oil used by cars and engines, . . . . .	.	.	.
123.	For waste and other material for cleaning, . . . . .	.	.	.
124.	For salaries, wages and incidental expenses, chargeable to passenger department, . . . . .	.	.	.
125.	For salaries, wages and incidental expenses, chargeable to freight department, . . . . .	.	.	.
126.	For gratuities and damages, . . . . .	.	.	.
127.	For taxes and insurance, . . . . .	.	.	.
128.	For ferries, . . . . .	.	.	.
129.	For repairs of station buildings, aqueducts, fixtures, furniture, . . . . .	.	.	.
130.	For renewals of iron, including laying down, . . . . .	.	.	.
131.	For new iron laid down, deducting the value of old iron taken up, . . . . .	.	.	.
132.	For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . . . .	.	.	.
133.	For amount paid other companies, as rent for use of their roads, specifying each company, . . . . .	.	.	.
134.	For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . . . .	.	.	.
135.	Total miscellaneous, . . . . .	.	.	.
136.	Total expenditures for working the road,	-	-	-
137.	Total amount of interest paid during the year,	-	-	-

INCOME DURING THE YEAR.

138.	For <i>Passengers</i> :—	.	.	.
	1. On main road, including branches owned by company, . . . . .	.	.	.
	2. To and from other roads, specifying what, . . . . .	.	.	.
139.	For <i>Freight</i> :—	.	.	.
	1. On main road and branches owned by company, . . . . .	.	.	.
	2. To and from other connecting roads, . . . . .	.	.	.
140.	U. S. Mails, . . . . .	.	.	.
141.	Rents, . . . . .	.	.	.
142.	Total income, . . . . .	.	.	.
143.	Net earnings, after deducting expenses,	-	-	-

The expenditures are for repairs, taking care of track, and under the contract with the Old Colony Railroad Co., and for running trains, &c. Total as below :—

The Branch trains are run by the Old Colony & Fall River Railroad Co., under a contract made in 1857, and the special terms may be ascertained by reference to that instrument.

DIVIDENDS.					
144.	Per cent.	Total,	.	.	None.
145.	Surplus not divided,	.	.	.	None.
146.	Surplus last year,	.	.	.	None.
147.	Total surplus,	.	.	.	None.
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—					
148.	Road and bridges,	.	.	.	—
149.	Buildings,	.	.	.	—
150.	Engines and cars,	.	.	.	—
MORTGAGE DEBTS.					
151.	Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,	.	.	.	\$39,500 00
152.	Mortgage debt, paid since last report,	.	.	.	Nothing.
153.	Increase of mortgage debt, since last report,	.	.	.	8,755 73
154.	Present amount of mortgage debts,	.	.	.	48,255 73
155.	Number of mortgages on road and franchise, or any property of the corporation,	.	.	.	5

NATHANIEL F. SAFFORD,
E. P. TILESTON,
AMOR HOLLINGSWORTH,
R. M. TODD,

S. D. WHITNEY, *Treasurer.*

Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. December 31, 1860. Then personally appeared the above-named Nathaniel F. Safford, E. P. Tileston, and Amor Hollingsworth, and made oath that the foregoing return is, in substance and according to the best of their knowledge and belief, true.

Before me,

PETER C. JONES, *Justice of the Peace.*

NORFOLK, ss. December 31, 1860. Sworn to by said R. M. Todd, as in substance true, according to his best knowledge and belief.

Before me,

N. F. SAFFORD, *Justice of the Peace.*



TWENTY - FIFTH

ANNUAL REPORT

OF THE

Eastern Railroad Corporation,

FOR THE YEAR ENDING

NOVEMBER 30, 1860.

SALEM:

WILLIAM IVES AND GEORGE W. PEASE, PRINTERS.

OBSERVER OFFICE.

1860.



REPORT

OF THE DIRECTORS OF THE

EASTERN RAILROAD CORPORATION,

For the year ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

[General Statutes, Chap. 63, Sections 132 to 135.]

Capital Stock, [being the whole amount authorized to issue,]		\$4,150,000 00
Number of shares of capital stock issued,	28,534	
Increase of capital, since last Report,	None.	
Capital paid in, per last Report,	\$2,853,400 00	
Capital paid in, since last Report,		
Total amount of capital stock paid in,	<u>2,853,400 00</u>	
Funded debt, per last Report,	2,030,500 00	
Funded debt, paid since last Report,	75,000 00	
Funded debt, increase of, since last Report,		
Total present amount of funded debt,	<u>1,955,500 00</u>	
Floating debt, per last Report,	60,510 65	
Floating debt, paid since last Report,	60,510 65	
Floating debt, increase of, since last Report,		
Total present amount of floating debt,		
Total present amount of funded debt,	<u>1,955,500 00</u>	
Average rate of interest per annum, paid during the year,	5 ²⁵ / ₁₀₀ per ct.	
Maximum amount of debts during the year,		<u>2,091,010 65</u>
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report,	748,157 90	
For graduation and masonry, paid during the past year		748,157 90
Total amount expended for graduation and masonry		
For wooden bridges, per last Report,	417,045 81	
For wooden bridges, paid during the past year,		417,045 81
Total amount expended for wooden bridges,		
Total amount expended for iron bridges (if any)		
For superstructure including iron, per last Report,	1,106,573 03	
For superstructure, including iron, paid during the past year,		
Total amount expended for superstructure, including iron,		1,106,573 03
For stations, buildings and fixtures, per last Report,		
For stations, buildings and fixtures, paid during the past year,	542,267 74	
Total amount expended for stations, buildings and fixtures,		542,267 74
Carried forward,		<u>2,814,044 48</u>

EASTERN RAILROAD CORPORATION.

Brought forward,		2,814,044 48
For land, land-damages and fences, per last Report,	702,080 64	
For land, land-damages and fences, paid during the past year,	276 12	
Total amount expended for land, land-damages and fences,		702,356 76
For locomotives, per last Report,	190,887 85	
For locomotives, charged off during the past year,	33,587 85	
Total amount expended for locomotives,		157,300 00
For passenger and baggage cars, per last Report,	118,571 34	
For passenger and baggage cars, charged off during the past year,	65,371 34	
Total amount expended for passenger and baggage cars		53,200 00
For merchandise cars, per last Report,	147,064 67	
For merchandise cars, charged off during the past year	42,399 67	
Total amount expended for merchandise cars,		104,665 00
For engineering, per last Report,	273,913 64	
For engineering, paid during the past year,		
Total amount expended for engineering,		273,913 64
For agencies and other expenses, per last Report,	344,437 21	
For agencies and other expenses, paid during the past year,	500 00	
Total amount expended for agencies and other expenses		344,937 21
Total cost of road and equipment,		\$4,450,417 09
Amount of assets or property held by the corporation in addition to the cost of the road,		358,482 91
		<u>4,808,900 00</u>

MAIN ROAD.

BRANCHES.

CHARACTERISTICS OF ROAD.	BRANCHES.				
	Mar-bleh'd.	Glouces-ter.	Salis-bury.	Saugus	
Length of road, Miles.	44.1056				
Length of single main track, Miles.	44.1056				
Length of double main track, Miles.	16				
Length of branches owned by the Company stat- } Single ing whether they have a single or double track, } track.		3.50	13.50	3.41	10.10
Aggregate length of sidings, and other tracks, excep- ting main tracks and branches,	41,945 ft	702ft	2691 ft	902 ft	1096 ft
Weight of rail, per yard, in main road, Pounds.	57, 61, 62				
Weight of rail, per yard, in branch roads, (specify the different weights per yard.)		46	46.50	46	60
Maximum grade, with its length, in main } Length road, } 4600 ft.	40 feet.				
Maximum grade, with its length, in branch roads,	40 ft	45 ft.	41 ft	40 ft	
Total rise and fall in main road,	578,297ft				
Total rise and fall in branch roads,	185ft	33.26	39.5	78½ ft	
Shortest radius of curvature, with length of curve, in main road, Radius 1140 ft.	1,000 ft.				
Shortest radius of curvature, with length of curve, in branch roads, Radius 1146 ft.	900ft	1910 ft	400 ft	500 ft	
Total degrees of curvature, in main road,	450°				
Total degrees of curvature, in branch roads,		451°	233°	517°	
Total length of straight line, in main road,	23,495 ft				
Total length of straight line in branches,		1,331	7,944	2,166	2,715
Aggregate length of wooden truss bridges,	2,218 ft				
Aggregate length of all other wooden bridges,	10,470 ft	466ft	420 ft	196 ft	665 ft.
Aggregate length of iron bridges,					
Whole length of road unfenced on both sides,					
Number of public ways crossed at grade,		107			
Number of railroads crossed at grade,		4			
Remarks,					
Way stations for express trains,		2			
Way stations for accommodation trains,		18			
Flag stations,		11			
Whole number of way stations,		18			
Whole number of flag stations,		11			

DOINGS DURING THE YEAR.

Miles run by passenger trains,	287,233
Miles run by freight trains,	87,824
Miles run by other trains,	62,229
Total miles run,	<u>437,286</u>
Number of passengers carried in the cars,	1,460,653
Number of passengers carried one mile,	22,880,313
Number of tons of merchandise carried in the cars,	128,566
Number of tons of merchandise carried one mile,	3,212,054
Number of passengers carried one mile, to and from other roads,	2,117,136
Number of tons carried one mile, to and from other roads,	925,176
Rate of speed adopted for express passenger trains, including stops,	22 Miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	22 " " "
Rate of speed adopted for accommodation trains,	21 " " "
Rate of speed actually attained by accommodation trains, including stops and detentions,	20 " " "
Average rate of speed actually attained by special trains, including stops and detentions	22 " " "
Average rate of speed adopted for freight trains, including stops,	12 " " "
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	4,576,060
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	2,248,435

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$30,070 47	
For repairs of wooden bridges,	13,946 06	
For wages of switchmen, av. per month, \$32.50	} Total.	12,717 02
For wages of gate-keepers, av. per month, \$14.75		
For wages of signal men, av. per month, \$35.00		
For wages of watchmen, av. per month, \$32.50		
Number of men employed, exclusive of those engaged in construction,	426	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	28 95	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	1,380 87	
Total for maintenance of way,	<u>58,143 37</u>	

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$28,243 79	
For new locomotives, to cover depreciation, \$8000.		
For repairs of passenger cars,	20,882 61	
For new passenger cars, to cover depreciation,		
For repairs of merchandise cars, and other cars	9,447 29	
For new merchandise cars, to cover depreciation,	2,013 82	
For repairs of gravel and other cars,		
Total for maintenance of motive power and cars,	<u>60,587 51</u>	
Number of engines,	26	
Number of passenger cars,	47	
Number of baggage cars,	13	
Number of merchandise cars,	329	
Number of gravel cars,	52	

Carried forward \$118,730 88

Brought forward		\$118,730 88
MISCELLANEOUS.		
For fuel used by engines during the year, viz:—		
1. Wood, number of cords, 4865. Cost of the same,	\$23,554 69	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 3866. Cost of same,	21,472 97	
For oil used by cars and engines, 6263 galls.,	6,475 12	
For waste and other material for cleaning,	1,095 22	
For salaries, wages, and incidental expenses, chargeable to passenger department,	81,470 13	
For salaries, wages, and incidental expenses, chargeable to freight department,	17,074 73	
For gratuities and damages,	2,722 42	
For taxes and insurance,	9,748 55	
For ferries,		
For repairs of station buildings, aqueducts, fixtures, furniture,	7,854 75	
For renewals of iron, including laying down, and } For new iron laid down, deducting the value of old } iron taken up,	39,429 80	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
For amount paid other companies, as rent for use of their roads, specifying each company, (Grand Junction Railroad,)	11,000 00	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	11,521 86	
Total Miscellaneous,		<u>233,420 24</u>
Total expenditures for working the road,		<u>\$352,151 12</u>
Total amount of interest paid during the year, (see below)		

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company,	482,953 87	} \$534,194 20
2. To and from other roads, specifying what, (P. S. & P. Road.)	<u>51,240 33</u>	

For Freight:—

1. On main road and branches owned by company,	119,348 56	} 147,776
2. To and from other connecting roads, (P. S. & P. Road.)	<u>28,428 07</u>	

U. S. Mails,	9,624 00	
Rents,	9,061 85	
Miscellaneous,	18,577 45	
Total income,		<u>719,234 13</u>
Net earnings after deducting expenses,		367,083 01
Interest,		110,426 43
Surplus for the year,		<u>256,656 68</u>
Add Balance P. and Loss acct. for the year,		4,236 72
Surplus last year,		<u>120,872 79</u>
Total,		381,766 09
Less Depreciation of Equipment chgd off in July last,		141,358 86
Surplus,		<u>\$240,407 23</u>

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz:

Of road and bridges,	
Buildings,	
Engines and cars,	

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report, (for scrip to State of Massachusetts,)	\$500,000 00
Mortgage debt paid since last report,	Nothing.
Increase of mortgage debt since last report,	Nothing.
Present amount of mortgage debts,	500,000 00
Number of mortgages on road and franchise, or any property of the corporation,	One.

GEORGE M. BROWNE,
HENRY L. WILLIAMS,
MICAJAH LUNT,
W. L. DWIGHT,
N. D. CHASE,
S. HOOPER,

Directors
of the
Eastern Railroad
Corporation.

SUFFOLK, ss., December 20, 1860. Then personally appeared George M. Browne, Henry L. Williams, Micajah Lunt, W. L. Dwight, N. D. Chase, S. Hooper, and severally made oath that the foregoing statement by them subscribed, is true according to the best of their knowledge and belief.

Before me,

C. M. ELLIS,

Justice of the Peace.

ACCIDENTS.

No serious accident has happened to any passenger.

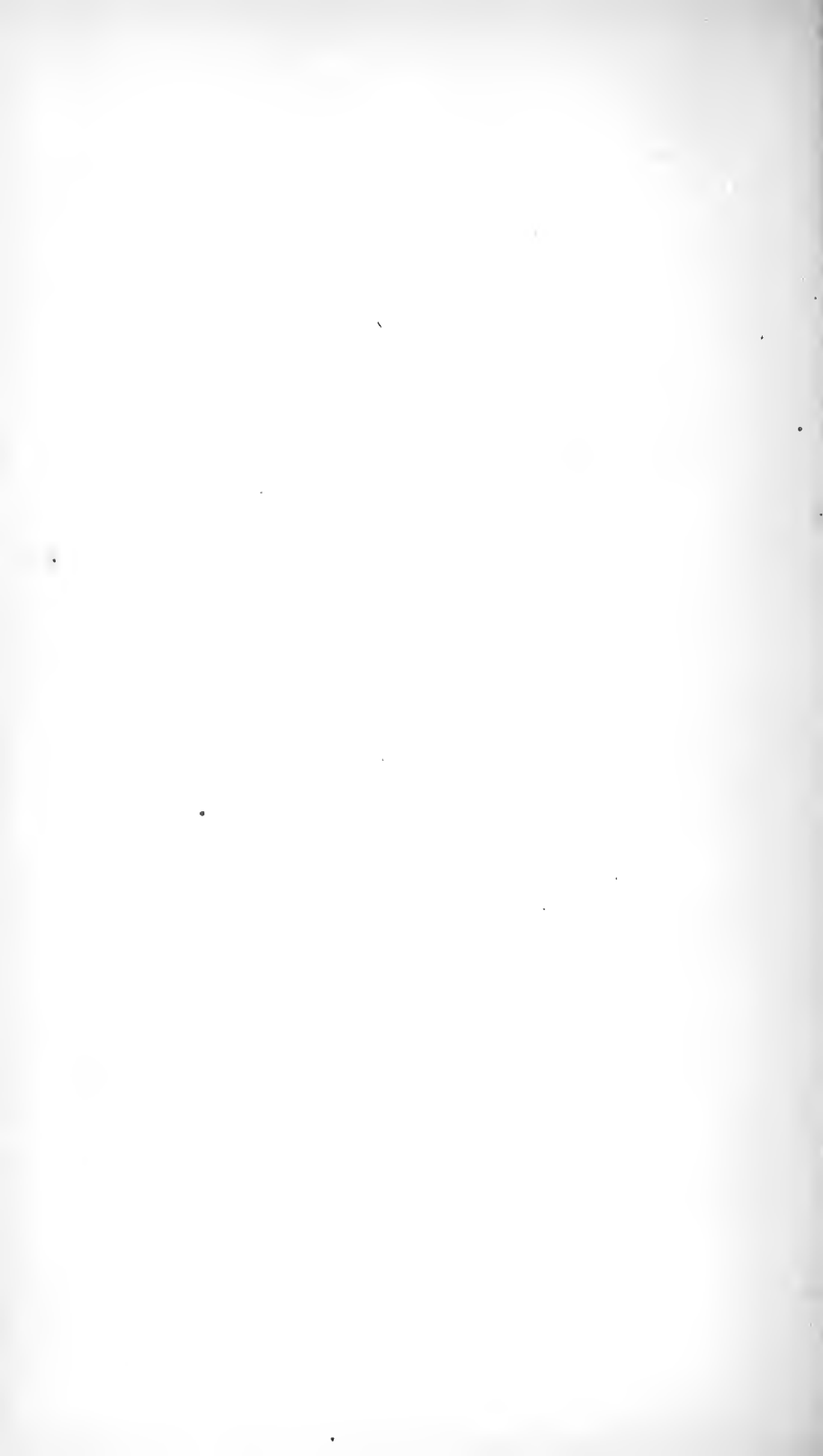
March 16th. Michael Murphy who was walking on the track near Swampscot, was struck by the train and instantly killed.

March 18th. A boy named Badger in attempting to get upon a train, at the Essex Railroad crossing in Salem, fell under the cars and had one foot cut off.

March 23d. John Walley who was walking on the track near Market street in Lynn, was struck by the train and killed.

June 8th. A boy named John White in attempting to cross the track near Lynn, as a train was approaching, was struck by the engine and instantly killed.

August 18th. A man named Brownell, who was walking on the track near Rowley, was run over and killed.





SEVENTH ANNUAL REPORT

— OF THE —

Easton Branch Railroad Company.

Return of the Easton Branch Railroad Corporation, for the year ending Nov. 30th, 1860, under the Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168, and 240; 1858, Chap. 46.

Capital Stock,		\$50,000 00
Number of shares of capital stock issued,	490	
Increase of capital, since last report,	None.	
Capital paid in per last report,	\$49,325 00.	
Capital paid in since last report,	None.	
Total amount of capital stock paid in,		49,325 00.
Funded debt, per last report,	None.	
Funded debt paid since last report,	None.	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,	None.	
Floating debt, per last report,	4,400 00.	
Floating debt, paid since last report,	1,600.	
Floating debt, increase of, since last report,	None.	
Total present amount of floating debt,	2,800 00.	
Total present amount of funded and floating debt,		2,800 00.
Average rate of interest per annum, paid, during the year,	Six per cent.	
Maximum amount of debts during the year	4,400 00.	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report.	\$15 541 26.	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		15,641 26.
For wooden bridges, per last report,	Nothing.	
For wooden bridges, paid during the past year,	Nothing.	
Total amount expended for wooden bridges,	Nothing.	
Total amount expended for iron bridges, (if any,)	Nothing.	
For superstructure, including iron, per last report,	24,416 83.	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		24,416 83.
For stations, buildings and fixtures, per last report,	7,101 48.	
For stations, buildings and fixtures, paid during the past year,	Nothing.	
Total amount expended for stations, buildings and fixtures,		7,101 48.
For land, land-damages and fences, per last report,	7,547 25.	
For land, land damages and fences, paid during the past year,	Nothing.	

Total amount expended for land, land-damages and fences,	4.547 25
For locomotives, per last report,	} Owned and run by Providence R. R. Co.
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last report,	
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	
For merchandise cars, per last report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last report, . . . . .		1.287 45.
For engineering, paid during the past year,	Nothing.
Total amount expended for engineering,	1.287 45.
For agencies and other expenses, per last report,	Nothing.
For agencies and other expenses, paid during the past year,	Nothing.
Total amount expended for agencies and other expenses	Nothing.
Total cost of road and equipment,	55.894 27.
Amount of assets or property held by the corporation in addition to the cost of the road.	

CHARACTERISTICS OF ROAD.

Length of road,	3 ³ / ₄ miles 177 feet.
Length of single main track,	3 ³ / ₄ miles 177 feet.
Length of double main track,	None.
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	
Weight of rail, per yard, in main road,	56 lbs.
Weight of rail, per yard, in branch roads,	
Specify the different weights, per yard,	None.
Maximum grade, with its length, in main road,	72 6-10 feet for 3400 feet.
Maximum grade, with its length in branch roads,	None.
Total rise and fall in main road,	118 feet.
Total rise and fall in branch roads,	None.
Shortest radius of curvature, with length of curve, in main road,	716 feet for 447 feet.
Shortest radius of curvature, with length of curve, in branch roads,	None.
Total degrees of curvature, in main road,	205°
Total degrees of curvature, in branch roads,	None.
Total length of straight line, in main road,	1 ³ / ₄ miles 886 feet.
Total length of straight line in branches,	None.
Aggregate length of wooden truss bridges,	None.
Aggregate length of all other wooden bridges,	None.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	None.
Number of public ways crossed at grade,	Three.
Number of railroads crossed at grade,	None.
Remarks,	
Way stations for express trains,	None.
Way stations for accommodation trains,	None.
Flag stations,	One.
Whole number of way stations,	None.
Whole number of flag stations,	One.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	4.695.	
Miles run by freight trains.	2.347.	
Miles run by other trains,		
Total miles run,		4.695.
Number of passengers carried in the cars,	21.114.	
Number of passengers carried one mile,	84.456.	
Number of tons merchandise carried in the cars,	10 378.	
Number of tons merchandise carried one mile,	41.512.	
Number of passengers carried one mile, to and from other roads,	63.344.	
Number of tons carried one mile, to and from other roads,	41.444.	
Rate of speed adopted for express passenger trains including stops,		} No Express trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions,		
Rate of speed adopted for accommodation trains,	30 miles per hour.	
Rate of speed actually attained by accommodation trains including stops and detentions,	30 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions		
Average rate of speed adopted for freight trains, including stops and detentions,	30 miles per hour.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	46.950.	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	69.024.	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	761.84.	
For repairs of wooden bridges,	Nothing.	
For wages of switchmen, average per month, \$		} Nothing.
For wages of gate-keepers, average per month, \$		
For wages of signal-men, average per month, \$		
For wages of watchmen, average per month, \$		
Number of men employed, exclusive of those engaged in construction,	Three.	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	Nothing.	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	Nothing.	
Total for maintenance of way,	761.84.	

MOTIVE POWER AND CARS.

For repairs of locomotives,	} Locomotives and Freight cars furnished by the Boston and Providence Railroad Co. Passenger cars furnished by the Stoughton Branch Railroad Co.
For new locomotives, to cover depreciation.	
For repairs of passenger cars,	
For new passenger cars, to cover depreciation,	
For repairs of merchandise cars,	
For new merchandise cars, to cover depreciation,	
For repairs of gravel and other cars,	
Total for maintenance of motive power and cars,	
Number of engines,	
Number of passenger cars,	

Number of baggage cars,	}
Number of Merchandise cars,	}
Number of gravel cars,	}

MISCELLANEOUS.

For fuel used by engines during the year, viz :—	
Wood, number of cords, Cost of the same,	}
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of coal,	
For oil used by cars and engines,	}
For waste and other materials for cleaning,	
For salaries, wages and incidental expenses, chargeable to passenger department,	
For salaries, wages and incidental expenses, chargeable to freight department,	
For gratuities and damages,	
For taxes and insurance,	
For ferries,	
For repairs of station buildings, aqueducts, fixtures, furniture,	
For renewals of iron, including laying down,	
For new iron laid down during the year, deducting the value of old rail taken up,	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	Operated by the Boston and Providence R. R. Co.
For amount paid other companies, as rent for use of their roads, specifying each Company,	9.11.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	Nothing.
Total Miscellaneous,	Nothing.
	726 27 to Boston & Prov. R. R. Co.
	117 38 to Stoughton Br. R. R. Co.
	510 26.
	1,363 02.
Total expenditures for working the road,	2,124 86.
Total amount of interest paid during the year,	264 00.

INCOME DURING THE YEAR.

<i>For Passengers :</i>	
1. On main road, including branches owned by comp'y	393 26.
2. To and from other roads, specifying what,	3,567 99.
<i>For Freight :—</i>	
1. On main road and branches owned by company,	216 77.
2. To and from other connecting roads,	2,744 15.
U. S. Mails,	69 00
Rents,	
Total income,	6,991 17.
Net earnings, after deducting expenses,	4,602 31.

DIVIDENDS.

Six per cent Total,	3,000 00.
Surplus not divided,	2 31.
Surplus last year,	463 61.
Total Surplus,	[2,065 92
Less paid on debt	1,600 00
	465 92.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ :	
Of Roads and Bridges,	None.
Buildings,	None.
Engines and Cars,	None.
MORTGAGE DEBTS.	
Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,	None.
Mortgage debt, paid since last report,	None.
Increase of Mortgage debt, since last report,	None.
Present amount of mortgage debts,	None.
Number of mortgages on road and franchise, or any property of the corporation.	None.

OAKES AMES, OLIVER AMES, JR. A. A. GILMORE, CYRUS LOTHROP.	} Directors.
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BRISTOL, ss. *December*, 1860. Then personally appeared Oakes Ames, Oliver Ames, Jr, A. A Gilmore, and Cyrus Lothrop, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOHN H, SWAIN, *Notary Public.*

FIFTEENTH

ANNUAL REPORT

OF THE

Essex Railroad Corporation,

FOR THE YEAR ENDING

NOVEMBER 30, 1860.

S A L E M :

WILLIAM IVES AND GEORGE W. PEASE, PRINTERS.

OBSERVER OFFICE.

1860.



REPORT

OF THE DIRECTORS OF THE ESSEX RAILROAD CORPORATION,

For the Year Ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

[General Statutes, Chap. 63, Sections 132 to 135.]

Capital Stock,		\$700,000 00
Number of shares of capital stock issued,		
Increase of capital, since last Report,		
Capital paid in, per last Report,	\$299,107 55	
Capital paid in, since last Report,		
Total amount of capital stock paid in,	299,107 55	
Funded debt, per last Report,	280,261 39	
Funded debt, paid since last Report,		
Funded debt, increase of, since last Report,		
Total present amount of funded debt,	280,261 39	
Floating debt, per last Report,	197,428 02	
Floating debt, paid since last Report,		
Floating debt, increase of, since last Report,		
Total present amount of floating debt,	197,428 02	
Total present amount of funded and floating debt,	477,689 41	
Average rate of interest per annum, paid during the year,	Six per cent.	
Maximum amount of debts during the year,		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report,		211,732 18
For graduation and masonry, paid during the past year,		
Total amount expended for graduation and masonry,	211,732 18	
For wooden bridges, per last Report,	32,374 44	
For wooden bridges, paid during the past year,		
Total amount expended for wooden bridges,	32,374 44	
Total amount expended for iron bridges (if any),		
For superstructure, including iron, per last Report,	190,252 06	
For superstructure including iron, paid during past year,		
Total amount expended for superstructure, including iron,	190,252 06	
For stations, buildings and fixtures, per last Report,	20,783 49	
For stations, buildings and fixtures, paid during past year,		
Total amount expended for stations, buildings and fixtures,	20,783 49	
For land, land damages and fences, per last Report,	167,767 04	
For land, land-damages and fences, paid during past year,		
Total amount expended for land, land-damages and fences,	167,767 04	
Carried forward	-	\$622,909 21

Brought forward,	\$	622,909 21
For locomotives, per last Report,		
For locomotives, paid during the past year,		
Total amount expended for locomotives,		
For passenger and baggage cars, per last Report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last Report,	4,416 50	
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,	<u>4,416 50</u>	
For engineering, per last Report,	24,425 73	
For engineering, paid during the past year;		
Total amount expended for engineering,	<u>24,425 73</u>	
For agencies and other expenses, per last Report,	95,257 09	
For agencies and other expenses, paid during the past year		
Total amount expended for agencies and other expenses,	<u>95,257 09</u>	
Total cost of road and equipment,		\$747,008 53
Amount of assets or property held by the corporation in addition to the cost of the road,		

CHARACTERISTICS OF ROAD.

Length of road,	19.86 Miles.
Length of single main track,	19.86 Miles.
Length of double main track,	2 Miles.
Length of branches owned by the Company, stating whether they have a single or double track, (Single track,)	1.32 Miles.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	9,560 feet.
Weight of rail, per yard, in main road,	56 and 60 lbs.
Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	58 lbs.
Maximum grade, with its length, in main road,	55 ft. 18.840 ft. Length.
Maximum grade, with its length, in branch roads,	25 " 200 " "
Total rise and fall in main road,	249½ feet
Total rise and fall in branch roads,	8 "
Shortest radius of curvature, with length of curve, in main road,	Radius 477½ feet. 900 ft.
Shortest radius of curvature, with length of curve, in branch roads,	" 446 " 200 "
Total degrees of curvature, in main road,	839° 37'
Total degrees of curvature, in branch roads,	156°
Total length of straight line, in main road,	14.6 Miles.
Total length of straight line, in branches,	1.3 "
Aggregate length of wooden truss bridges,	40 feet.
Aggregate length of all other wooden bridges,	3723 feet.
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	29
Number of public ways crossed at grade,	2
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	10
Way stations for accommodation trains,	5
Flag stations,	10
Whole number of way stations,	5
Whole number of flag stations,	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	36,872	
Miles run by freight trains,	19,074	
Miles run by other trains,		
Total miles run,		55.946
Number of passengers carried in the cars,	84,792	
Number of passengers carried one mile,	778,402	
Number of tons of merchandise carried in the cars,	46,872	
Number of tons of merchandise carried one mile,	856,863	
Number of passengers carried one mile, to and from other roads,		
Number of tons carried one mile, to and from other roads,	223,964	
Rate of speed adopted for express passenger trains, including stops,	21 Miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	20 " " "	
Rate of speed adopted for accommodation trains,	21 " " "	
Rate of speed actually attained by accommodation trains, including stops and detentions,	20 " " "	
Average rate of speed actually attained by special trains, including stops and detentions,		
Average rate of speed adopted for freight trains, including stops,	12 " " "	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	157,680	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	599,802	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$9,703 80	
For repairs of wooden bridges,	1,010 75	
For wages of switchmen, av. per month, \$ _____		} Total.
For wages of gate-keepers, av. per month, \$ _____		
For wages of signal-men, av. per month, \$ _____		
For wages of watchmen, av. per month, \$ _____		
Number of men employed, exclusive of those engaged in construction,		26
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		
Total for maintenance of way,	10,714 55	

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$4,099 66
For new locomotives, to cover depreciation,	
For repairs of passenger cars, and other cars	4,678 94
For new passenger cars, to cover depreciation,	
For repairs of merchandise cars,	
For new merchandise cars, to cover depreciation,	
For repairs of gravel and other cars,	
Total for maintenance of motive power and cars,	8,778 60
Carried forward,	\$19,493 15

Brought forward,		19,493 15
Number of engines,		
Number of passenger cars,		
Number of baggage cars,		
Number of merchandise cars,		
Number of gravel cars,		
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
1. Wood, number of cords, 1713. Cost of the same,	\$8,346 42	
2. Coal, number of tons, (reckoning 2,240 lbs to the ton.)		
213. Cost of the same.	1,195 01	
For oil used by cars and engines, 1129 gallons,	1,163 79	
For waste and other material for cleaning,		
For salaries, wages and incidental expenses, chargeable to passenger department,	4,913 94	
For salaries, wages and incidental expenses, chargeable to freight department,	4,722 22	
For gratuities and damages,		
For taxes,	75 28	
For ferries,		
For repairs of station buildings, aqueducts, fixtures, furniture and other station expenses	5,623 25	
For renewals of iron, including laying down,		
For new iron laid down, deducting the value of old iron taken up,		
For amount paid other companies, in tolls for passengers and freight, carried on their roads, specifying each company,		
For amount paid other companies, as rent for use of their roads, specifying each company, (Boston & Me. R. Road.)	3,215 00	
For office expenses,	1,253 33	
Total Miscellaneous,		30,508 24
Total expenditures for working the road,		50,001 39
Total amount of interest paid during the year,		
INCOME DURING THE YEAR.		
<i>For Passengers:—</i>		
1. On main road, including branches owned by company	}	\$22,254 76
2. To and from other roads, specifying what.		
<i>For Freight:—</i>		
1. On main road and branches owned by company,	32,471 08	
2. To and from other connecting roads,	6,981 50	\$39,452 58
U. S. Mails,	792 00	
Rents and Miscellaneous	9,378 15	
Total income,		71,877 49
Nett earnings, after deducting expenses,		\$21,876 10

Interest paid on bonded debt,	\$12,864 00	
Interest due Eastern Railroad Co.	15,846 14	23,710 14
Loss		\$6,834 04

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Of roads and bridges,	
Buildings,	
Engines and cars,	

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	
Mortgage debt paid since last report,	
Increase of mortgage debt since last report,	
Present amount of mortgage debts,	
Number of mortgages on road and franchise, or any property of the corporation,	

DAVID PINGREE,
 HENRY G. GRAY,
 JOS. N. SAUNDERSON,
 N. B. MANSFIELD,
 N. WESTON,
 EBEN SUTTON,

Directors
 of the
 Essex Railroad
 Corporation.

ESSEX, ss., December 24, 1860. Then personally appeared David Pingree, Jos. N. Saunderson, N. B. Mansfield, N. Weston and severally made oath, to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me, MARK HASKELL,
Justice of the Peace.

ESSEX, ss., December 27, 1860. Then personally appeared Eben Sutton and Henry G. Gray, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before me, JOHN B. PARKER,
Justice of the Peace.



EIGHTH RETURN

OF THE

FAIRHAVEN BRANCH RAILROAD CORPORATION.

Required by Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 265; 1856, Chapters 40, 168, and 240; and 1858, Chap. 40.

Capital stock,	\$300,000.00
Increase of capital since last report,	None.
Capital paid in per last report,	\$228,657.00
Capital paid in since last report,	3,500.00
Total amount of capital stock paid in,	232,157.00
Number of shares of capital stock issued,	2321
Funded debt per last report,	None.
Funded debt paid since last report,	None.
Funded debt, increase of, since last report,	None.
Total present amount of funded debt,	None.
Floating debt per last report,	None.
Floating debt paid since last report,	None.
Floating debt, increase of, since last report,	None.
Total present amount of floating debt,	None.
Total present amount of funded and floating debt,	275,282.28
Amount of debts secured by mortgage of road and franchise or any property of the Corporation, per last report,	None.
Mortgage debt paid since last report,	None.
Mortgage debt, increase of, since last report,	None.
Total present amount of mortgage debt,	None.
Number of mortgages on road and franchise, or any property of the Corporation,	None.
Maximum amount of debts during the year,	None.
Average rate of interest per annum paid during the year,	None.

COST OF ROAD AND EQUIPMENT.

Total amount expended for gradation and masonry,	\$102,409.94
Total amount expended for wooden bridges,	1,534.76
Total amount expended for superstructure, including iron,	124,948.22
For stations, buildings and fixtures per last report,	26,815.26
For stations, buildings and fixtures paid during past year,	796.86
Total amount expended for stations, buildings and fixtures,	27,612.22
For land, land-damages, and fences, per last report,	31,435.14
For land, land damages, and fences paid during past year,	3,180.00
Total amount expended for land, land-damages and fences,	34,615.14

FAIRHAVEN BRANCH RAILROAD.

Total amount expended for locomotives,	\$22,863.22	
Total amount expended for passenger and baggage cars,	12,893.50	
Total amount expended for merchandise cars,	23,092.44	
Total amount expended for engineering,	10,256.24	
Total amount expended for agencies and other expenses,	39,820.42	
Total cost of road and equipment,		\$400,055.00
Amount of assets or property held by the Corporation in addition to the cost of the road:—		
Ferry-boats and slips,	\$66,763.79	
Two wharves,	23,966.98	
Real estate, in settlement of land-damages,	5,000.00	
		95,730.77

CHARACTERISTICS OF ROAD.

Length of road,	15.11 miles.
Length of single main track,	15.11 miles.
Aggregate length of sidings and other track, excepting main tracks and branches, . . . . .	.68 miles.
Weight of rails per yard in main road,	56 lbs.
Specify the different weights per yard,	52 and 56 lbs.
Maximum grade, with its length, in main road,	24.24 feet, for 1.26 miles.
Maximum grade, with its length, in branch roads,	52½ feet.
Shortest range of curvature, with length of curve, in main road,	1720 feet, for 1801 feet.
Total degree of curvature in main road,	260° 55'.
Total length of straight line in main road,	12.56 miles.
Aggregate length of wooden truss bridge,	110 feet.
Number of public ways crossed at grade,	22
Way stations for accommodation trains,	2
Whole number of way stations,	2

DOINGS DURING THE YEAR.

Miles run by passenger trains,	27,484	
Miles run by freight trains,	9,420	
Miles run by other trains,	910	
Total miles run,		37,814
Number of passengers carried in the cars,	54,676	
Number of passengers carried one mile,	688,419	
Number of tons of merchandise carried in the cars,	15,365	
Number of tons of merchandise carried one mile,	221,200	
Number of passengers carried one mile, to and from other roads,	462,816	
Number of tons carried one mile, to and from other roads,		
Rate of speed adopted for express passenger trains, including stops,	28 miles the hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	15 miles in 35 minutes.	
Average rate of speed actually attained by special trains, including stops and detentions,	20 miles per hour.	
Average rate of speed adopted for freight trains, including stops and detentions,	15 miles per hour.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	No means of ascertaining.	

Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, No means of ascertaining.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewal of iron,	\$4,395.74	
For new iron laid down during the year, deducting the value of old rail taken up,		
For wages of switchmen, average per month, \$28,	} 843.00	
For wages of brakeman, average per month, \$31.50,		
Number of men employed, exclusive of those engaged in construction,	40	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		None.

MOTIVE POWER AND CARS.

For repairs of locomotives,	3,191.50	
For new locomotives, to cover depreciation,		
For repairs of passenger cars,	1,593.02	
For new passenger cars, to cover depreciation,		
For repairs of merchandise cars,	955.98	
For new merchandise cars, to cover depreciation,	526.25	
For repairs of gravel and other cars,	142.00	
Total for maintenance of motive power and cars,		6,508.75
Number of engines,	3	
Number of passenger cars,	6	
Number of baggage cars,	2	
Number of merchandise cars,	29	
Number of gravel cars,	26	
Repairs of Wharfs,	371.96	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:—		
Wood, number of cords, 870.	Cost	3,026.96
Coal, number of tons, (2240 lbs. to the ton.) 122.	Cost	675.50
Coal used for ferry-boats and stations, 444 tons,	Cost	2,442.99
For oil used by cars and engines,		1,023.74
For waste and other materials for cleaning,		151.14
For salaries, wages, and incidental expenses, chargeable to passenger department,	} 6,168.42	
For salaries, wages and incidental expenses, chargeable to freight department,		
For gratuities and damages,		100.54
For taxes and insurance,		1,168.00
For ferries,		4,979.51
For repairs of station buildings, aqueducts, fixtures, furniture,		213.05
For salaries of president, treasurer, superintendent, law expenses, office expenses for the above officers, and all other expenses not included in any of the foregoing items,		4,462.63
Total expenditures for working the road,		36,960.69
Total amount of interest paid during the year, \$18,027.02		

FAIRHAVEN BRANCH RAILROAD.

INCOME DURING THE YEAR.

For passengers:—

1. On main road, including branches owned by company,	}	\$28,015.09
2. To and from other roads, specifying what,		

For freight:—

1. On main road and branches owned by company,	}	16,930.66
2. To and from other connecting roads,		

U. S. Mails,	1,700.00	
Rents, \$1,818.82; ferry, \$3,743.84; express, 799.04,	6,341.70	
Total income,		52,987.45
Net earnings, after deducting expenses,		16,026.76

E. SAWIN,
LORING MEIGS,
NATHAN CHURCH,
LEMUEL C. TRIPP,
WM. L. B. GIBBS,
I. F. TERRY.

BRISTOL ss. *Fairhaven, Dec. 31, 1861.*—Then personally appeared E. Sawin, Nathaniel Church, Lemuel C. Tripp, Wm. L. B. Gibbs, and I. F. Terry, and made oath that the above statement, by them made and subscribed, is, according to their best knowledge and belief, true.

Before me,

JOHN TERRY, *Justice of the Peace.*

PLYMOUTH, ss. *January 2d, 1861.* Then Loring Meigs personally appeared and made oath that the foregoing statement, by him subscribed, is true, according to his best knowledge and belief.

THOMAS NELSON, *Justice of the Peace.*

R E P O R T

OF THE

FITCHBURG RAILROAD

CORPORATION.

FOR THE YEAR ENDING NOVEMBER 30 1860.

BOSTON:

1860.

REPORT

OF THE

FITCHBURG RAILROAD CORPORATION.

Report of the Directors of the Fitchburg Railroad Corporation for the year ending November 30, 1860.

Capital stock,.....		\$3,540,000 00
Number of shares of capital stock issued,.....	35,400	
Increase of capital, since last report,.....	None.	
Capital paid in, per last report,.....	3,540,000 00	
Capital paid in since last report,.....	None.	
Total amount of capital stock paid in,.....		\$3,540,000 00
Funded debt, per last report,.....	100,000 00	
Funded debt, paid since last report,.....	10,000 00	
Funded debt, increase of, since last report,.....	None.	
Total present amount of funded debt,.....		Nothing.
Floating debt, per last report,.....	None.	
Floating debt, paid since last report,.....	None.	
Floating debt, increase of, since last report,.....	None.	
Total present amount of floating debt,.....	None.	
Total present amount of funded and floating debt,...		Nothing.
Average rate of interest per annum, paid during the year,.....	5½ per cent.	
Maximum amount of debts during the year,.....		145,663 41
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,.....	757,696 16	
For graduation and masonry, paid during the past year,.....	Nothing.	
Total amount expended for graduation and masonry,.....		757,696 16
For wooden bridges, per last report,.....	300,000 00	
For wooden bridges, paid during the past year,.....	Nothing.	
Total amount expended for wooden bridges,.....		300,000 00
Total amount expended for iron bridges (if any),...	None.	

For superstructure, including iron, per last report,...	905,000 00	
For superstructure, including iron, paid during the past year,.....	Nothing.	
Total amount expended for superstructure, including iron,.....		905,000 00
For stations, buildings and fixtures, per last report,.....	445,000 00	
For stations, buildings and fixtures paid during the past year,.....	Nothing.	
Total amount expended for stations, buildings and fixtures,.....		445,000 00
For land, land-damages and fences, per last report,.....	732,966 27	
For land, land-damages and fences, paid during the past year,.....	Nothing.	
Total amount expended for land, land damages and fences,.....		732,966 27
For locomotives, per last report,.....	150,000 00	
For locomotives, paid during the past year,.....	Nothing.	
Total amount expended for locomotives,.....		150,000 00
For passenger and baggage cars, per last report,.....	31,000 00	
For passenger and baggage cars, paid during the past year,.....	Nothing.	
Total amount expended for passenger and baggage cars,.....		31,000 00
For merchandise cars, per last report,.....	1 9,149 32	
For merchandise cars, paid during the past year,.....	Nothing.	
Total amount expended for merchandise cars,.....		169,149 32
For engineering, per last report,.....	49,188 25	
For engineering, paid during the past year,.....	Nothing.	
Total amount expended for engineering,.....		49,188 25
For agencies and other expenses, per last report, ...	Nothing.	
For agencies and other expenses, during the past year, ...	Nothing.	
Total amount expended for agencies and other expenses,.....		Nothing.
Total cost of road and equipment,.....		\$3,540,000 00
Amount of assets for property held by the corporation in addition to the cost of the road,.....		227,385 91

Characteristics of Road.

Length of road,.....	50 93-100 miles.
Length of single main track,	None.
Length of double main track,.....	50 93-100 miles.
Length of branches owned by the company, stating whether they have a single or double track,.....	30 93-100 miles, single track.
Aggregate length of sidings, and other tracks, excepting main track and branches,	21 81-100 miles.
Weight of rail, per yard, in main road,.....	56 to 63 pounds.
Weight of rail, per yard, in branch roads, (specify the different weights, per yard,).....	49—50—53—56.
Maximum grade, with its length, in main road,....	40 ft., 5 12-100 miles long.
Maximum grade, with its length, in branch roads,...	50 feet, 51-90 feet long.
Total rise and fall in main road,.....	739½ feet rise, 312½ feet fall.
Total rise and fall in branch roads,.....	484 feet.
Shortest radius of curvature, with length of curve, in main road,.....	818 feet, 500 feet long.
Shortest radius of curvature, with length of curve, in branch roads,.....	385 feet, 530 feet long.
Total degrees of curvature, in main road,.....	1,694½°.
Total degrees of curvature, in branch roads,.....	1,879½°.
Total length of straight line, in main road,.....	34 67-100 miles.
Total length of straight line, in branches,.....	20 52-100 miles.
Aggregate length of wooden truss bridges,.....	907 feet.
Aggregate length of all other wooden bridges,.....	5,449 feet.
Aggregate length of iron bridges,.....	None.

Whole length of road unfenced on both sides,.....	None.
Number of public ways crossed at grade,.....	106 on main road and branches.
Number of railroads crossed at grade,.....	5
Remarks,.....	None.
Way stations for express trains,.....	None run.
Way stations for accommodation trains,.....	9
Flag stations,.....	15
Whole number of way stations,.....	13 on main road and branches.
Whole number of flag stations,.....	27

Doings during the Year.

Miles run by passenger trains,.....	161,912	
Miles run by freight trains,.....	169,547	
Miles run by other trains,.....	5,992	
Total miles run,.....		337,451
Number of passengers carried in the cars,....		754,830
Number of passengers carried one mile,.....		11,398,460
Number of tons of merchandise carried in the cars,..		395,003
Number of tons of merchandise carried one mile,....		9,337,045
Number passengers carried one mile, to and from other roads,.....		3,720,547
Number of tons carried one mile, to and from other roads,.....		5,743,174
Rate of speed adopted for express passenger trains, including stops,.....	None run.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,..	None run.	
Rate of speed adopted for accommodation trains,....	21 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,.....	21 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions,.....	17 miles per hour.	
Average rate of speed adopted for freight trains, including stops,.....	10 miles per hour.	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,.....	5,979,450	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,.....	16,465,715	

Expenditures for Working the Road.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,.....	51,902 55	
For repairs of wooden bridges,.....	23,544 10	
For wages of switchmen, average per month, \$27,63	} 9,561 69	
For wages of gate-keepers, average per month, \$19,21		
For wages of signal-men, average per month, \$35,00		
For wages of watchmen, average per month \$30,64		
Number of men employed, exclusive of those engaged in construction,.....	362	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	1,350 42	
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses,....	1,872 27	
Total for maintenance of way,.....		88,231 03

Motive Power and Cars.

For repairs of locomotives,.....	40,700 27
For new locomotives, to cover depreciation,.....	Nothing.
For repairs of passenger cars,.....	6,531 73
For new passenger cars, to cover depreciation,....	Nothing.
For repairs of merchandise cars,.....	17,232 31
For new merchandise cars, to cover depreciation,....	212 08
For repairs of gravel and other cars,.....	264 60

Total for maintenance of motive power and cars,		64,940 99
Number of engines,.....	29	
Number of passenger cars,.....	28	
Number of baggage cars,.....	8 eight wheel, and 2 four wheel.	
Number of merchandise cars,.....	355, 8 wheel, and 283, 4 wheel.	
Number of gravel cars,.....	40	

Miscellaneous.

For fuel used by engines, during the year, viz.,.....		
1. Wood, number of cords, 4,355 Cost of the same,.....	17,596 83	
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 3,955. Cost of same,.....	19,096 91	
For oil used by cars and engines,.....	5,763 30	
For waste and other material for cleaning,.....	1,090 91	
For salaries, wages and incidental expenses, chargeable to passenger department,.....	26,665 80	
For salaries, wages and incidental expenses, chargeable to freight department,.....	55,599 63	
For gratuities and damages,.....	1,757 85	
For taxes and insurance,.....	5,495 27	
For ferries,.....	Nothing.	
For repairs of station buildings, aqueducts, fixtures, furniture,.....	24,910 67	
For renewals of iron, (including laying down,)...	23,120 45	
For new iron laid down, deducting the value of old iron taken up,.....	12,144 00	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,.....	Nothing.	
For amount paid other companies, as rent for use of their roads, specifying each company. Peterboro and Shirley Railroad,.....	1,610 61	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,.....	12,596 78	
Total miscellaneous,.....		207,449 01
Total expenditures for working the road,.....		360,621 03
Total amount of interest paid during the year,.....	Received more than paid.	

Income during the year.

For Passengers:—

1. On main road, including branches owned by company,.....	166,382 15	
2. To and from other roads, specifying what,	73,591 11	239,973 26

For Freight:—

1. On main road, and branches owned by company,.....	232,927 09	
2. To and from other connecting roads,	150,065 61	382,992 70
U. S. mails,.....		9,900 00
Rents, \$3,644 75. Interest, 9,928 06. Miscellaneous, 16,583 01,		30,155 82
Total income,.....		663,021 78
Net earnings, after deducting expenses,		302,400 75

Dividends.		
Six per cent. Total,.....		212,400 00
Surplus not divided,.....	90,000 75	
Surplus last year,.....	247,307 03	
Deduct amount paid for Peterboro and Shirley Railroad,.....	132,663 41	
Total surplus,.....	114,643 62	204,644 37
Estimated Depreciation beyond the Renewals, viz:—		
Road and bridges,.....	Nothing.	
Buildings,.....	Nothing.	
Engines and cars,.....	Nothing.	
Mortgage Debts.		
Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,.....	} Nothing.	
Mortgage debt, paid since last report,.....		
Mortgage debt, increase of, since last report,.....		
Total present amount of mortgage debt,.....		
Number of mortgages on road and franchise, or any property of the corporation,.....		

The foregoing report is respectfully submitted by

JOHN J. SWIFT,
THOMAS WHITTEMORE,
P. B. BRIGHAM,
W. E. FAULKNER,

*Directors of the
Fitchburg Railroad
Corporation.*

Suffolk, ss., December 27, 1860.

Then personally appeared John J. Swift, Thomas Whittemore, P. B. Brigham, and W. E. Faulkner, and severally made oath to the truth of the foregoing statement, by them subscribed, according to their best knowledge and belief.

Before

W. B. STEARNS, *Justice of the Peace.*

ACCIDENTS.

February 1. John Hawkins was run over and fatally injured while walking upon the track between Littleton and Groton.

April 5. The 5:15 P. M. train on the Lancaster and Sterling Branch, came in contact with a horse and wagon, at Russell's Crossing, near Feltonville—three men in the wagon at the time. Horse was killed, wagon broken, men unhurt.

June 19. A carriage containing three ladies run off the bank near bridge over the railroad in Waltham. Horse was killed, carriage broken; one lady fractured arm, one head bruised, and the other said not to have been injured.

September 21. Mr. Wilder fell through railroad bridge at Leominster, and was injured in the head.

September 22. Richard Collins while shackling cars was fatally injured.

October 2. John Harkins while laying upon the track, was run over by the 7 o'clock train and killed.

October 3. George De Witt, brakeman, was caught between two cars at Concord, and fatally injured.

REPORT

OF THE DIRECTORS OF THE

Fitchburg & Worcester Rail Road Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock, - - - - -		\$500,000.00
[Fixed by vote of Directors, December 23d, 1857,] -	275,000.00	
Number of shares of capital stock issued, - 2010		
Increase of capital, since last Report, - - -	3,030.00	
Capital paid in, per last Report, - - - - -	214,295.70	
Capital paid in, since last Report, - - - - -	3,030.00	
Total amount of capital stock paid in, - - -		217,325.70
Funded debt, per last Report, - - - - -	62,900.00	
Funded debt, paid since last Report, - - - - -	8,800.00	
Funded debt, increase of, since last Report, - - -	None.	
Total present amount of funded debt, - - - - -		54,100.00
Floating debt, per last Report, - - - - -	300.00	
Floating debt, paid since last Report, - - - - -		
Floating debt, increase of, since last Report, - - -	5,129.00	
Total present amount of floating debt, - - - - -		5,429.00
Total present amount of funded and floating debt, - - -		59,529.00
Average rate of interest per annum, paid during the year, -	Six per cent.	
Maximum amount of debts during the year, - - - - -	62,900.00	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report, - - -	\$105,801.32	
For graduation and masonry, paid during the past year, -	None.	
Total amount expended for graduation and masonry, - - -		105,801.32
For wooden bridges, per last Report, - - - - -	1,677.92	
For wooden bridges, paid during the past year, - - -	None.	
Total amount expended for wooden bridges, - - - - -		1,677.92
Total amount expended for iron bridges, (if any,) - - -	None.	
For superstructure, including iron, per last Report, - - -	100,267.83	
For superstructure, including iron, paid during the past year, - - - - -	None.	
Total amount expended for superstructure, including iron, - - - - -		100,267.83
For stations, buildings and fixtures, per last Report, - - -	21,991.79	
For stations, buildings and fixtures, paid during the past year, - - - - -	None.	
Total amount expended for stations, buildings and fixtures, - - - - -		21,991.79
For land, land-damages, and fences, per last Report, - - -	32,092.88	
For land, land-damages, and fences paid during the past year, - - - - -	None.	
Total amount expended for land, land-damages and fences, - - - - -		32,092.88
For locomotives, per last Report, - - - - -	18,867.19	
For locomotives, paid during the past year, - - - - -	None.	
Total amount expended for locomotives, - - - - -		18,867.19
For passenger and baggage cars, per last Report, - - -	6,594.24	
For passenger and baggage cars paid during the past year, -	None.	
Total amount expended for passenger and baggage cars, - - -		6,594.24
For merchandise cars, per last Report, - - - - -	14,765.12	
For merchandise cars, paid during the past year, - - -	None.	
Total amount expended for merchandise cars, - - - - -		14,765.12

For engineering, per last Report, - - -	7,746.59	
For engineering, paid during the past year, - - -	None.	
Total amount expended for engineering, - - -		7,746.59
For agencies and other expenses, per last Report, .	24,079.81	
For agencies and other expenses, paid during the past year, - - -	None.	
Total amount expended for agencies and other expenses, - - -		24,079.81
Total cost of road and equipment, - - -		333,884.69
Amount of assets or property held by the Corporation in addition to the cost of the road, - - -	None.	
[Taken from reserved fund, and Company purchasing and cancelling its stock and credited construction account]		58,884.69
[Total cost of road,] - - -		275,000.00

CHARACTERISTICS OF ROAD.

Length of road, - - -	13,993 miles.
Length of single main track, - - -	13,994 miles.
Length of double main track, - - -	None.
Length of branches owned by the Company, stating whether they have a single or double track, - - -	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, - - -	2.372 miles.
Weight of rail, per yard, in main road, - - -	54 pounds.
Weight of rail, per yard, in branch roads, (specify the different weights per yard,) - - -	None.
Maximum grade, with its length, in main road, - - -	} 39 6-10 feet per mile for 3 902-1000 miles, except for 23-1000 of a mile of 61 77-100 feet per mile, at crossing of Fitchburg Railroad.
Maximum grade, with its length, in branch roads, - - -		None.
Total rise and fall in main road, - - -	304 3-10 feet.
Total rise and fall in branch roads, - - -	None.
Shortest radius of curvature, with length of curve, in main road, - - -	} Radius 800 feet; length of curve 702 feet.
Shortest radius of curvature, with length of curve, in branch roads, - - -	
Total degrees of curvature, in main road, - - -	805° 48'
Total degrees of curvature, in branch roads, - - -	None.
Total length of straight line, in main road, - - -	
Total length of straight line, in branches, - - -	None.
Aggregate length of wooden truss bridges, - - -	None.
Aggregate length of all other wooden bridges, - - -	} We have no iron or wooden bridges, stone masonry has been substituted.
Aggregate length of iron bridges, - - -	
Whole length of road unfenced on both sides, - - -	All fenced.
Number of public ways crossed at grade, - - -	17
Number of railroads crossed at grade, - - -	1
Remarks, - - -	
Way stations for express trains, - - -	
Way stations for accommodation trains, - - -	4
Flag stations, - - -	3
Whole number of way stations, - - -	4
Whole number of flag stations, - - -	3

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - -	27,350	
Miles run by freight trains, - - -	10,144	
Miles run by other trains, - - -		
Total miles run, - - -		37,494
Number of passengers carried in the cars, - - -	54,635	
Number of passengers carried one mile, - - -	647,126	
Number of tons of merchandise carried in the cars, - - -	38,153	
Number of tons of merchandise carried one mile, - - -	481,857	
Number of passengers carried one mile, to and from other roads, - - -	573,668	
Number of tons carried one mile, to and from other roads, - - -	473,612	
Rate of speed adopted for express passenger trains, including stops, - - -		

Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-
Rate of speed adopted for accommodation trains, -	22 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-
Average rate of speed actually attained by special trains, including stops and detentions, -	-
Average rate of speed adopted for freight trains, including stops, -	10½ miles.
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, -	-
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, -	-
	Not estimated.
	Not estimated.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, -	-	\$5,796.14	
For repairs of wooden bridges, -	-	-	
For wages of switchmen, average per month, \$26,	} Total.	314.00	
For wages of gate-keepers, average per month, \$			
For wages of signal-men, average per month, \$			
For wages of watchmen, average per month, \$			
Number of men employed, exclusive of those engaged in construction, -	-	-	27
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	-	} Included in road repairs and fuel.
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	720.36	
Total for maintenance of way, -	-	-	6,830.50

MOTIVE POWER AND CARS.

For repairs of locomotives, -	-	\$4,583.99	
For new locomotives, to cover depreciation, -	-	-	
For repairs of passenger cars, -	-	801.82	
For new passenger cars, to cover depreciation, -	-	-	
For repairs of merchandise cars, -	-	1,518.16	
For new merchandise cars, to cover depreciation, -	-	-	
For repairs of gravel and other cars, -	-	-	
Total for maintenance of motive power and cars, -	-	-	6,903.97
Number of engines, -	-	-	3
Number of passenger cars, -	-	-	3
Number of baggage cars, -	-	-	1
Number of merchandise cars, -	-	-	} 14-26 of 74, counting 8 wheels as 2 cars.
Number of gravel cars, -	-	-	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	
Wood, number of cords, —. Cost of the same, -	\$3,987.80
Coal, number of tons, (reckoning 2,240 lbs. to the ton.) —. Cost of same, -	-
For oil used by cars and engines, -	477.03
For waste and other material for cleaning, -	136.02
For salaries, wages and incidental expenses, chargeable to passenger department, -	2,635.08
For salaries, wages and incidental expenses, chargeable to freight department, -	3,202.73
For gratuities and damages, -	107.16
For taxes and insurance, -	311.17
For ferries, -	-
For repairs of station buildings, aqueducts, fixtures, furniture, -	2,817.07
For renewals of iron, including laying down, -	-
For new iron laid down, deducting the value of old iron taken up, -	-

For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, - - - - -		
For amount paid other companies, as rent for use of their roads, specifying each company, - - - - -		
For salaries of President, Treasurer, Superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	1,726.34	
Total miscellaneous, - - - - -	15,400.40	
Total expenditures for working the road, - - - - -		29,134.87
Total amount of interest paid during the year, - - - - -		

INCOME DURING THE YEAR.

<i>For Passengers :</i>		
1. On main road, including branches owned by company, - - - - -	\$16,821.15	
2. To and from other roads, specifying what, - - - - -		
<i>For Freight :</i>		
1. On main road and branches owned by company, - - - - -	22,603.98	
2. To and from other connecting roads, - - - - -		
U. S. Mails, - - - - -	1,074.84	
Rents, [miscellaneous receipts and express,]	2,441.27	
Total income, - - - - -	42,941.24	
Net earnings, after deducting expenses, - - - - -	13,806.37	

DIVIDENDS.

6 Per cent. Total, [on first and second class preferred stock,] - - - - -	\$11,370.00
Surplus not divided, - - - - -	
Surplus last year, - - - - -	10,029.00
Total surplus, - - - - -	9,177.86

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Of road and bridges, - - - - -	-
Buildings, - - - - -	-
Engines and cars, - - - - -	-

MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last Report, - - - - -	\$62,900.00
Mortgage debt, paid since last Report, - - - - -	8,800.00
Increase of mortgage debt, since last Report, - - - - -	None.
Present amount of mortgage debts, - - - - -	54,100.00
Number of mortgages on road and franchise, or any property of the Corporation, - - - - -	One.

No Accidents to persons or property.

IVERS PHILLIPS, NATH'L WOOD, JAMES H. CARTER, SAM'L HOUGHTON, WM. D. PECK,	}	<i>Directors of the Fitchburg & Worcester Railroad Corporation.</i>
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WORCESTER, ss., December 24, 1860.

Then personally appeared Ivers Phillips, Nath'l Wood, James H. Carter, Samuel Houghton, Wm. D. Peck, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

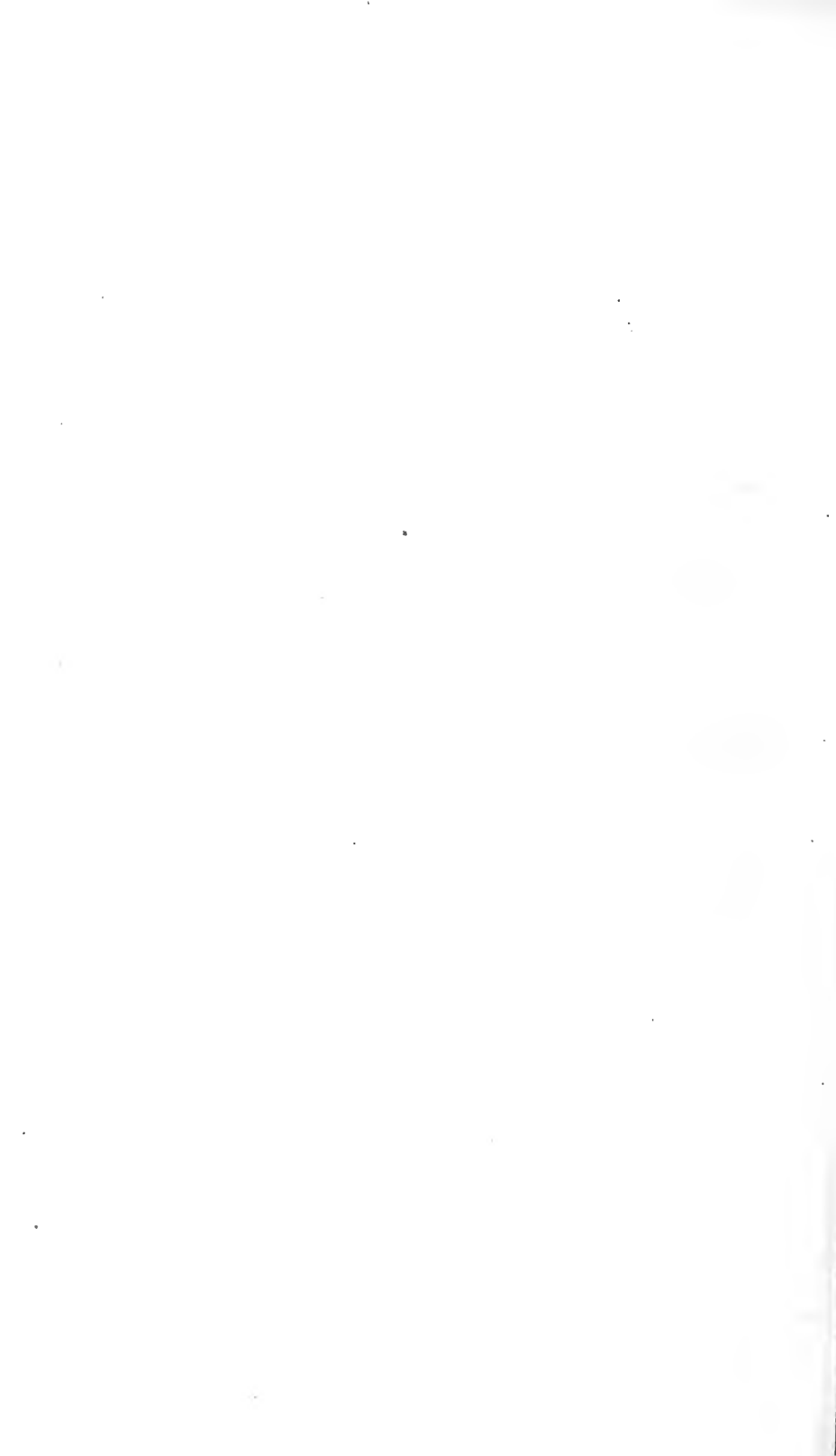
A. NORCROSS, *Justice of the Peace.*

EIGHTH ANNUAL REPORT

—OF THE—

Hampshire & Hampden Railroad Company

For 1860.



EIGHTH ANNUAL REPORT

OF THE

Hampshire & Hampden Railroad Company.

Report of the Hampshire & Hampden Railroad, under the General Statutes,
Chapter 63, Sections 132 to 135.

Capital Stock,		\$375,000,00
Number of shares of capital stock issued,		
Increase of capital, since last Report,		
Capital paid in, per last Report,	\$ 292,950,90	
Capital paid in, since last Report,		
Total amount of capital stock paid in,		
Funded debt, per last Report,	303,014,00	
Funded debt, paid since last Report,		
Funded debt, increase of, since last Report,		
Total present amount of funded debt,		303,014,00
Floating debt, per last Report,	6,000,00	
Floating debt, paid since last Report,		
Floating debt, increase of, since last Report,		
Total present amount of floating debt, in- cluding unpaid coupons,	78,577,70	
Total present amount of funded and floating debt,		381,591,70
Average rate of interest per annum, paid during the year,	Six per cent.	
Maximum amount of debts during the year,		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report,	\$191,637,76	
For graduation and masonry, paid during the past year,		
Total amount expended for graduation and masonry,		191,637,76
For wooden bridges, per last Report,	26,065,33	
For wooden bridges, paid during the past year,		
Total amount expended for wooden bridges,		26,065,33
Total amount expended for iron bridges (if any.)		
For superstructure, including iron, per last Re- port,	198,547,69	
For superstructure, including iron, paid during the past year,		
Total amount expended for superstructure, including iron,		198,547,69
For stations, buildings and fixtures, per last Report,	33,115,97	
For stations, buildings and fixtures, paid during the past year,		

Total amount expended for stations, buildings and fixtures,		33,115,97
For land, land-damages and fences, per last Report,	51,103,61	
For land, land-damages and fences, paid during the past year,	350,00	
Total amount expended for land, land-damages and fences,		51,453,61
For locomotives, per last Report,		
For locomotives, paid during the past year, by New Haven & Northampton Co.,	23,622,19	
Total amount expended for locomotives,		
For passenger and baggage cars, per last Report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering per last Report, Agencies, Discount on Bonds, &c.,	77,112,36	
For engineering, agencies and other expenses, paid during the past year,		
Total amount expended for engineering, agencies, Discount on Bonds, &c.,		77,112,36
Total cost of road and equipment,		
Amount of assets or property held by the corporation in addition to the cost of the road,		

CHARACTERISTICS OF ROAD.

Length of Road,	24.96 miles.
Length of single main track,	
Length of double main track,	
Length of branches owned by the Company, stating whether they have a single or double track,	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	2½ miles.
Weight of rail, per yard, in main road,	56 and 58 lbs.
Weight of rail, per yard, in branch roads,	
Specify the different weights per yard,	
Maximum grade, with its length, in main road,	40 ft. for 5 miles.
Maximum grade, with its length in branch roads,	
Total rise and fall in main road,	335 feet rise, 273 ft. fall.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve in main road,	1000 ft. 1500 ft. long.
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature, in main road,	10030
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	16.10 miles.
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	842 ft.
Aggregate length of all other wooden bridges,	136 ft.

Aggregate length of iron bridges,	3 miles.
Whole length of road unfenced on both sides,	34.
Number of public ways crossed at grade,	One, Western Rail Road.
Number of rail roads crossed at grade,	
Remarks,	
Way stations for express trains,	3.
Way stations for accommodation trains,	4.
Flag stations,	2.
Whole number of way stations,	5.
Whole number of flag stations,	1.

DOINGS DURING THE YEAR.

Miles run by passenger trains,		
Since July 1st, 14,540	26,056	
By freight trains, " " 10,741	21,609	
" other " " 583	583	
Total miles run, 25,864		48,248
Number of passengers carried in the cars,	33,484½	
Number of passengers carried one mile,	409,255	
Number of tons of merchandise carried in the cars,	18,567	11-2000
Number of tons of merchandise carried one mile,	360,378	
Number of passengers carried one mile, to and from other roads,	181,381	
Number of tons carried one mile, to and from other roads,	311,532	
Rate of speed adopted for express passenger trains, including stops,	30 miles.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	30 miles.	
Rate of speed adopted for accommodation trains,	22½ "	
Rate of speed actually attained by accommodation trains, including stops and detentions,	22½ "	
Average rate of speed actually attained by special trains, including stops and detentions,	15 "	
Average rate of speed adopted for freight trains, including stops,		
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,		
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of Road, maintenance of way exclusive of wooden bridges, and renewals of iron, (for 5 months, since July 1st,)	\$3,205,85	
For repairs of wooden bridges;		
For wages of switchmen, average per month, \$28,00.		
For wages of gate-keepers, average per month, \$ -- .		
For wages of signal-men, average per month, \$ -- .		
For wages of watchmen, average per month, 25,00.		
Number of men employed, exclusive of those engaged in construction,		40
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,	133,05	

For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses, Total for maintenance of way,		\$ 3,338,90
MOTIVE POWER AND CARS.		
For repairs of locomotives,	\$681,80	
For new locomotives, to cover depreciation,		
For repairs of passenger cars, and Freight, Rents paid N. Y. & N. H. R. R.	1,241,29	
For new passenger cars, to cover depreciation,		
For repairs of merchandise cars,		
For new merchandise cars, to cover depreciation,		
For repairs of gravel and other cars,		
Total for maintenance of motive power and cars,		\$1,923,09
Number of engines, owned by New Haven & Northampton Co.,	Three.	
Number of passenger cars,		
Number of baggage cars,		
Number of merchandise cars,		
Number of gravel cars,		
MISCELLANEOUS.		
For fuel used by engines during the year, viz : Wood, number of cords, 591. Cost of the same,	1,924,04	
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) - - - Cost of Coal,	345,55	
For oil used by cars and engines,	95,78	
For waste and other material for cleaning,		
For salaries, wages, and incidental expenses, chargeable to passenger department,	} 3,698,75	
For salaries, wages, and incidental expenses, chargeable to freight department,		
For gratuities and damages,	30,00	
For taxes and insurance,		
For constructing Telegraph 30 miles,	318,29	
For repairs of station buildings, aqueducts, fixtures, furniture,	255,40	
For renewals of iron, exclusive of laying down,	1,714,96	
For new iron laid down, deducting the value of old rail taken up,		
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	611,77	
Total Miscellaneous, for 5 months,		\$8,994,54
Total expenditures for working the road,		
5 months from July 1st,	14,256,53	
Total expenditures for working the road,		
7 months previous to July 1st,	17,928,85	
Total expenditures for working the road,		\$32,185,38
Total amount of interest paid during the year,		\$18,180,84

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned by company, \$13,817,93
 2. To and from other roads, specifying what,

For Freight :—

1. On main road and branches owned by Co., 17,242,47
 2. To and from other connecting roads, . . .
 U. S. Mails. No pay for last 5 months, 1,730,69
 Rents and Express, 554,59
 Total income, \$33,345,68

Net earnings, after deducting expenses, \$1,160,30

DIVIDENDS.

Per cent. Total,
 Surplus not divided,
 Surplus last year,
 Total surplus,

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report, \$303,014,00
 Mortgage debt, paid since last Report, . . .
 Increase of mortgage debt, since last Report, . . .
 Present amount of mortgage debt, . . .
 Number of mortgages on road and franchise, or any property of the Corporation, . . . Two.

This road is leased to the New Haven and Northampton Co., for Nine Hundred and Ninety-Nine Years, the Lessees to pay Running Expenses, keep the Road in Repair, pay the Interest on First Mortgage Bonds, and pay the Bonds at maturity.

The New Haven and Northampton Company hired the New York and New Haven R. Company to operate the road with their equipment, they taking the Receipts and paying the balance, after deducting Expenses, to the New Haven and Northampton Co. The Books and Running Accounts of the Road are so mingled with the New York and New Haven Rail Road, that questions asked as to the detail in operating the Road cannot be accurately answered. This arrangement ceased July 1st, 1860, when the New Haven and Northampton Co. purchased Engines and commenced operating it themselves, hiring Cars of the New York and New Haven R. R. Co. Since, the detail is given, but includes the Farmington Valley Rail Road, 4½ miles long, in Connecticut, as per Lease.

ACCIDENTS.

Sept. 24th.—The Freight Train from Northampton ran into a Horse and Wagon driven by Edward Burns, at Elm St. Crossing, Westfield, carrying the horse and wagon some four hundred feet, striking a culvert and fracturing Burns' skull—he has since recovered. The bell was rung and the whistle sounded, but he took no notice of either.

Oct. 24th.—John Maliff, an Irishman in the employ of the Company, was struck by the Engine of the morning Passenger train to New Haven, while walking on the track in Westfield—he lived about ten hours. Maliff was cautioned by his companions, but he persisted in going to the crossing, where he was struck.

Nov. 3d.—The Engine of the 10.45 A. M. Express train, when near Southampton, left the track on a curve, turned over, scalding the fireman, Jerome Bridgman, so that he died almost instantly. No cause can be assigned, as the train was running at its usual speed. A Freight train passed the same place some ten minutes before, when all was safe.

JOS. E. SHEFFIELD, WM. JOHNSON, IRA YEAMANS, Jr., S. D. PARDEE,	}	Directors of the Rail Road Corporation.
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NEW HAVEN, NEW HAVEN COUNTY SS., Dec. 31, 1860. Then personally appeared Joseph E. Sheffield, Wm. Johnson, Ira Yeamans, Jr., and Stephen D. Pardee, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before

BENJ. BEECHER, *Justice of the Peace.*

EIGHTEENTH ANNUAL REPORT

OF THE

HARTFORD AND NEW HAVEN RAIL-ROAD COMPANY.

Report of the Directors of the Hartford and New Haven Railroad Corporation for the year ending November 30, 1860.

Capital Stock, [allowed by the Charter in Mass.,]	\$300,000
Number of shares of capital stock issued,	23,500
Increase of capital, since last Report,	{ The cap. stock has been merged in the cap. stock of H. & N. H. R. R. Co., in Conn., accord'g to the provisions of the charter and amend'ts thereof.
Capital paid in, per last Report,	
Capital paid in, since last Report,	
Total amount of capital stock paid in, in Mass. and Conn., . . . . .		$2,350,000
Funded debt, per last Report,	964,000
Funded debt, paid since last Report,	35,000
Funded debt, increase of, since last Report,	
Total present amount of funded debt,	929,000
Floating debt, per last Report,	
Floating debt, paid since last Report,	
Floating debt, increase of, since last Report,	
Total present amount of floating debt,	
Total present amount of funded and floating debt,	929,000
Average rate of interest per annum, paid during the year,	6 per cent.
Maximum amount of debts during the year,	964,000
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last Report, including land, &c.,	247,818.02
For graduation and masonry, paid during the past year, removing building,	77.25
Total amount expended for graduation and masonry,	
For wooden bridges, per last Report,	
For wooden bridges, paid during the past year,	

Total amount expended for wooden bridges,	
Total amount expended for iron bridges, (if any),	
For superstructure, including iron, per last Report,	
For superstructure, including iron, paid during the past year,	
Total amount expended for superstructure, including iron,	247,895.27
For stations, buildings and fixtures, per last Report,	17,132.39
For stations, buildings and fixtures, paid during the past year,	
Total amount expended for stations, buildings and fixtures,	17,132.39
For land, land-damages and fences, per last Report,	
For land, land-damages and fences, paid during the past year,	
Total amount expended for land,	44,267.77
For locomotives, per last Report,	
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last Report,	
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	
For merchandise cars, per last Report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last Report,	
For engineering, paid during the past year,	
Total amount expended for engineering,	
For agencies and other expenses, per last Report,	
For agencies and other expenses, paid during the past year,	
Total amount expended for agencies and other expenses,	
Total cost of road and equipment,	
Amount of assets or property held by the corporation in addition to the cost of the road,	
CHARACTERISTICS OF ROAD.	
Length of road,	5 $\frac{37}{100}$ miles.
Length of single main track,	
Length of double main track,	5 $\frac{37}{100}$ "
Length of branches owned by the Company, stating whether they have a single or double track,	
Aggregate length of sidings and other tracks, excepting main tracks and branches,	2 $\frac{42}{320}$ "

Weight of rail, per yard, in main road,	57 lbs.
Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	57 lbs.
Maximum grade, with its length, in main road,	$17 \frac{5.8}{100}$ feet; length $\frac{5.2}{100}$
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	
Total rise and fall in branch roads,	$31 \frac{6.1}{100}$
Shortest radius of curvature, with length of curve, in main road,	$477\frac{1}{2}$ ft.; length $1\frac{1}{10}$ mile.
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature in main road,	227°
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	$4 \frac{2.5}{100}$
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	7
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	
Flag stations,	one, Long Meadow.
Whole number of way stations,	
Whole number of flag stations,	one.
DOINGS DURING THE YEAR.	
Miles run by passenger trains,	20,691
Miles run by freight trains,	8,730
Miles run by other trains,	
Total miles run,	29,421
Number of passengers carried in the cars,	230,882
Number of passengers carried one mile,	1,212,132
Number of tons of merchandise carried in the cars,	123,322
Number of tons of merchandise carried one mile,	647,441
Number of passengers carried one mile, to and from other roads,	618,182
Number of tons carried one mile, to and from other roads,	
Rate of speed adopted for express passenger trains, including stops,	33 miles.
Average rate of speed actually attained by ex- press passenger trains, including stops and detentions,	33 miles.
Rate of speed adopted for accommodation trains, Rate of speed actually attained by accommoda- tion trains, including stops and detentions,	27 miles.

Average rate of speed actually attained by special trains, including stops and detentions,	27 miles.
Average rate of speed adopted for freight trains, including stops,	12 miles.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	
For repairs of wooden bridges,	
For wages of switchmen, average per month, \$30.50,	} Total, } \$1.404
For wages of gate-keepers, average per month, \$26.00,	
For wages of signal-men, average per month,	
For wages of watchmen, average per month, \$30.00,	
Number of men employed, exclusive of those engaged in construction,	40
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)	} Operated and paid by the H. & N. H. R. R. Co., in Conn.
For repairs of fences, gates, houses for signalmen, gate-keepers, switch-men, tool-houses,	
Total for maintenance of way,	
MOTIVE POWER AND CARS.	
For repairs of locomotives,	} Owned and operated by the H. & N. H. R. R. Co., as per former Report.
For new locomotives, to cover depreciation,	
For repairs of passenger cars,	
For new passenger cars, to cover depreciation,	
For repairs of merchandise cars,	
For new merchandise cars, to cover depreciation,	
For repairs of gravel and other cars,	
Total for maintenance of motive power and cars,	
Number of engines,	
Number of passenger cars,	
Number of baggage cars,	
Number of merchandise cars,	
Number of gravel cars,	
MISCELLANEOUS.	
For fuel used by engines during the year, viz:—	}
Wood, number of cords,———. Cost of the same,	
Coal, number of tons, (reckoning 2,240 lbs. to ton,———. Cost of same,	
For oil used by cars and engines,	
For waste and other material for cleaning,	

For salaries, wages and incidental expenses, chargeable to passenger department, . . .	} Paid by the H. & N. H. R. R. Co., in Conn., as per former report.
For salaries, wages, and incidental expenses, chargeable to freight department, . . .	
For gratuities and damages, . . .	
For taxes and insurance, . . .	
For ferries, . . .	
For repairs of station buildings, aqueducts, fixtures, furniture, . . .	
For renewals of iron, including laying down, . . .	
For new iron laid down, deducting the value of old iron taken up, . . .	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, . . .	
For amount paid other companies, as rent for use of their roads, specifying each company, . . .	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, . . .	
Total miscellaneous, . . .	
Total expenditures for working the road, . . .	
Total amount of interest paid during the year, . . .	
INCOME DURING THE YEAR.	
<i>For Passengers:—</i>	
1. On main road, including branches owned by company, . . .	} To the H. & N. H. R. R. Co., in Conn., as per former report.
2. To and from other roads, specifying what, . . .	
<i>For Freight:</i>	
1. On main road and branches owned by company, . . .	} To the H. & N. H. R. R. Co., in Conn., as per former report.
2. To and from other connecting roads, . . .	
U. S. Mails, . . .	} To the H. & N. H. R. R. Co., in Conn., as per former report.
Rents, . . .	
Total income, . . .	
Net earnings after deducting expenses, . . .	
DIVIDENDS.	
Per cent. Total, . . .	} To the H. & N. H. R. R. Co., in Conn., as per former report.
Surplus not divided, . . .	
Surplus last year, . . .	
Total surplus, . . .	
ESTIMATED DEPRECIATION BEYOND THE RE-NEWALS, VIZ :	
Of road and bridges, . . .	}
Buildings, . . .	
Engines and cars, . . .	
MORTGAGE DEBTS.	
Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last Report, . . .	

Mortgage debt paid since last Report, .	
Increase of mortgage debt since last Report, .	
Present amount of mortgage debts, .	
Number of mortgages on road and franchise, or any property of the corporation,	

A. G. HAZARD, SAMUEL H. PARSONS, JULIUS CATLIN, JAMES S. BROOKS, CHARLES F. POND, C. W. CHAPIN,	} Directors of the Rail- road Corporation.
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HARTFORD COUNTY. ss.

December 26, 1860.

Then personally appeared A. G. Hazard, Samuel H. Parsons, Julius Catlin, James S. Brooks, and Charles F. Pond, and severally made oath to the truth of the foregoing statement by them subscribed, to their best knowledge and belief.

Before me,

ROBERT E. DAY,

Justice of the Peace.

HAMPDEN COUNTY,
SPRINGFIELD, Dec. 28, 1860. } ss.

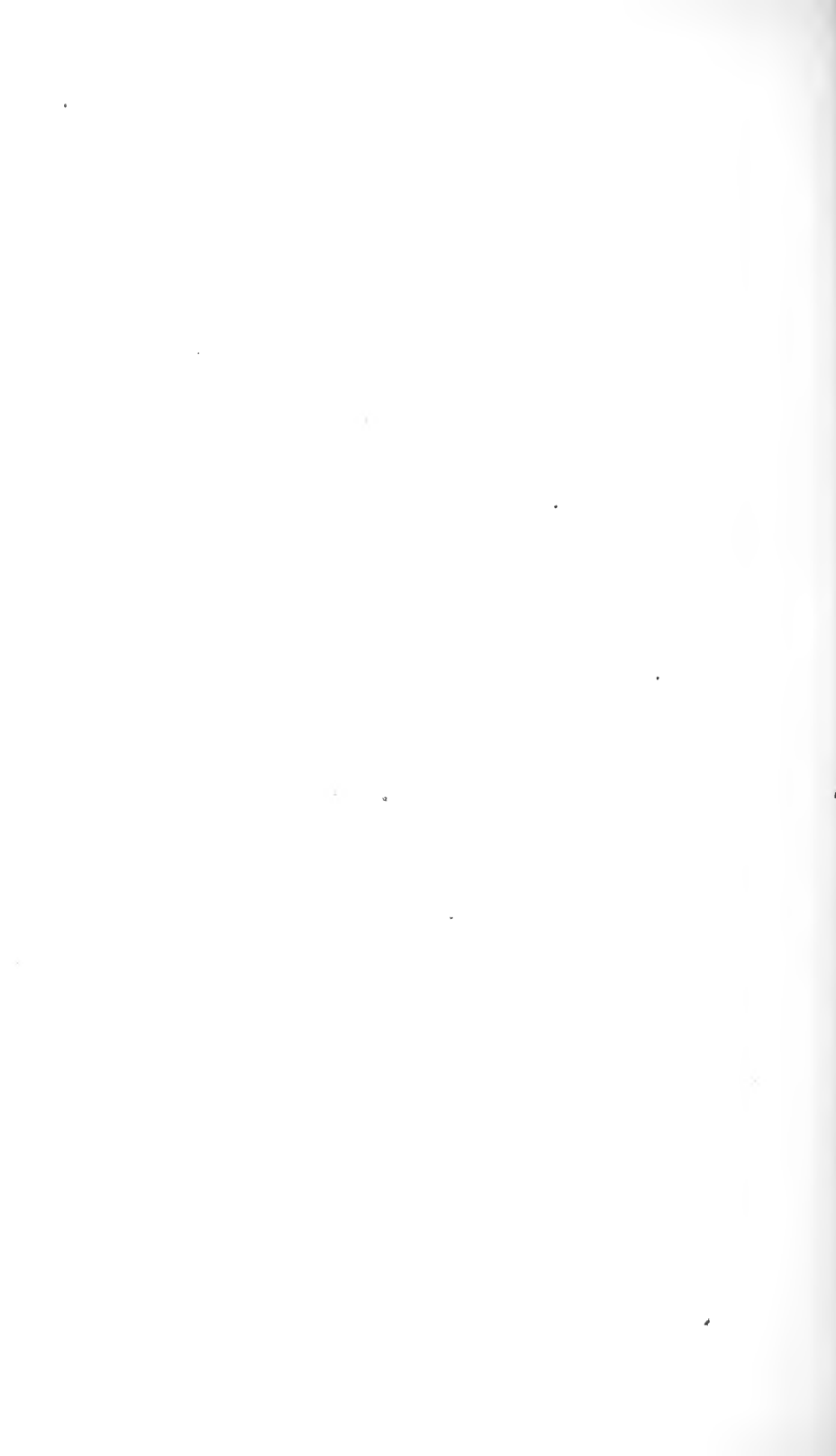
Personally appeared C. W. Chapin, and made oath to the truth of the foregoing statement, by him subscribed, to his best knowledge and belief.

Before me,

ERASTUS HAYES,

Justice of the Peace.





R E P O R T

OF THE

D I R E C T O R S

OF THE

HORN POND BRANCH RAILROAD

C O R P O R A T I O N ,

FOR THE YEAR ENDING NOV. 30, 1860.

B O S T O N :

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1 8 6 0 .



REPORT OF THE DIRECTORS

OF THE

HORN POND BRANCH RAILROAD CORPORATION.

For the year ending November 30, 1860. General Statutes, Chap. 63, Sects. 132 to 135.

1. Capital stock,		\$10,000 00
2. Number of shares of capital stock issued,	-	-
3. Increase of capital, since last report,	-	-
4. Capital paid in, per last report,	\$2,000 00	-
5. Capital paid in, since last report,	-	-
6. Total amount of capital stock paid in,		2,000 00
7. Funded debt, per last report,	-	-
8. Funded debt, paid since last report,	-	-
9. Funded debt, increase of, since last report,	-	-
10. Total present amount of funded debt,	-	-
11. Floating debt, per last report,	-	-
12. Floating debt, paid since last report,	13,238 46	-
13. Floating debt, increase of, since last report,	13,238 46	-
14. Total present amount of floating debt,		13,238 46
15. Total present amount of funded and floating debt,	-	-
16. Average rate of interest per annum, paid during the year,	-	-
17. Maximum amount of debts during the year,	-	-
COST OF ROAD AND EQUIPMENT.		
18. For graduation and masonry, per last report,	-	-
19. For graduation and masonry, paid during the past year,	-	-
20. Total amount expended for graduation and masonry,		\$3,946 05
21. For wooden bridges, per last report,	-	-
22. For wooden bridges, paid during the past year,	-	-
23. Total amount expended for wooden bridges,		1,766 96
24. Total amount expended for iron bridges (if any),		-
25. For superstructure, including iron, per last report,	} Nothing.	-
26. For superstructure, including iron, paid during the past year,		-
27. Total amount expended for superstructure, including iron,		-
28. For stations, buildings and fixtures, per last report,		-
29. For stations, buildings and fixtures, paid during the past year,		-
30. Total amount expended for stations, buildings and fixtures,		-
31. For land, land-damages and fences, per last report,	-	-
32. For land, land-damages and fences, paid during the past year,	-	-
33. Total amount expended for land, land-damages and fences,		6,438 36

34. For locomotives, per last report,	}	Nothing — road being operated by Boston and Lowell Railroad.
35. For locomotives, paid during the past year,		
36. Total amount expended for locomotives,	}	
37. For passenger and baggage cars, per last report,		
38. For passenger and baggage cars, paid during the past year,	}	
39. Total amount expended for passenger and baggage cars,		
40. For merchandise cars, per last report,	}	
41. For merchandise cars, paid during the past year,		
42. Total amount expended for merchandise cars,	}	
43. For engineering, per last report,		
44. For engineering, paid during the past year,	}	\$924 15
45. Total amount expended for engineering,		
46. For agencies and other expenses, per last report,	}	
47. For agencies and other expenses, paid during the past year,		
48. Total amount expended for agencies and other expenses,	}	Nothing — road being operated by Boston and Lowell Railroad.
49. Total cost of road and equipment,		
50. Amount of assets or property held by the corporation in addition to the cost of the road,	}	

CHARACTERISTICS OF ROAD.

51. Length of road,	About 3500 feet.
52. Length of single main track,	" " "
53. Length of double main track,	None.
54. Length of branches owned by the Company, stating whether they have a single or double track,	None.
55. Aggregate length of sidings, and other tracks, excepting main tracks and branches,	- -
56. Weight of rail, per yard, in main road,	- -
57. Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	56 lbs. - -
58. Maximum grade, with its length, in main road,	38016 ft. per mile for 450 ft.
59. Maximum grade, with its length, in branch roads,	- -
60. Total rise and fall in main road,	1707 feet.
61. Total rise and fall in branch roads,	- -
62. Shortest radius of curvature, with length of curve, in main road,	501,629 ft. for 775,554 ft.
63. Shortest radius of curvature, with length of curve, in branch roads,	- -
64. Total degrees of curvature, in main road,	227 deg. 9 m. 14 sec.
65. Total degrees of curvature, in branch roads,	- -
66. Total length of straight line, in main road,	660 feet.
67. Total length of straight line, in branches,	- -
68. Aggregate length of wooden truss bridges,	- -
69. Aggregate length of all other wooden bridges,	- -
70. Aggregate length of iron bridges,	- -
71. Whole length of road unfenced on both sides,	- -
72. Number of public ways crossed at grade,	One.
73. Number of railroads crossed at grade,	None.
74. Remarks,	- -
75. Way stations for express trains,	None.
76. Way stations for accommodation trains,	None.
77. Flag stations,	One.
78. Whole number of way stations,	None.
79. Whole number of flag stations,	One.

DOINGS DURING THE YEAR.

80. Miles run by passenger trains,	None,
81. Miles run by freight trains	540 miles.
82. Miles run by other trains,	None.
83. Total miles run,	540 miles.
84. Number of passengers carried in the cars,	} None.
85. Number of passengers carried one mile,	
86. Number of tons of merchandise carried in the cars,	} Carried about 18,816 tons. } \$3500 feet.
87. Number of tons of merchandise carried one mile,	
88. Number of passengers carried one mile, to and from other roads,	None.
89. Number of tons carried one mile, to and from other roads,	18,816.
90. Rate of speed adopted for express passenger trains, including stops,	} No such trains.
91. Average rate of speed actually attained by express passenger trains, including stops and detentions,	
92. Rate of speed adopted for accommodation trains,	
93. Rate of speed actually attained by accommodation trains, including stops and detentions,	
94. Average rate of speed actually attained by special trains, including stops and detentions,	} 8 miles per hour.
95. Average rate of speed adopted for freight trains, including stops,	
96. Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	None hauled.
97. Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	17,500

EXPENDITURES FOR WORKING THE ROAD.

98. For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	} Road operated by Boston & Lowell Railroad.
99. For repairs of wooden bridges,	
100. For wages of switchmen, average per month, \$	
101. For wages of gate-keepers, average per month,	
102. For wages of signal-men, average per month,	
103. For wages of watchmen, average per month,	
104. Number of men employed, exclusive of those engaged in construction,	
105. For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
106. For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
107. Total for maintenance of way,	

MOTIVE POWER AND CARS.

108. For repairs of locomotives,	} Road operated by Boston & Lowell Railroad.
109. For new locomotives, to cover depreciation,	
110. For repairs of passenger cars,	
111. For new passenger cars, to cover depreciation,	

- | | | | |
|------|--|--|--|
| 112. | For repairs of merchandise cars, | | |
| 113. | For new merchandise cars, to cover depreciation, | | |
| 114. | For repairs of gravel and other cars, | | |
| 115. | Total for maintenance of motive power and cars, | | |
| 116. | Number of engines, | | |
| 117. | Number of passenger cars, | | |
| 118. | Number of baggage cars, | | |
| 119. | Number of merchandise cars, | | |
| 120. | Number of gravel cars, | | |

MISCELLANEOUS.

- | | | | |
|------|--|--|--|
| 121. | For fuel used by engines during the year, viz. :— | | |
| | 1. Wood, number of cords, ——. Cost of the same, | | |
| | 2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) ——. Cost of same, | | |
| 122. | For oil used by cars and engines, | | |
| 123. | For waste and other material for cleaning, | | |
| 124. | For salaries, wages and incidental expenses, chargeable to passenger department, | | |
| 125. | For salaries, wages and incidental expenses, chargeable to freight department, | | |
| 126. | For gratuities and damages, | | |
| 127. | For taxes and insurance, | | |
| 128. | For ferries, | | |
| 129. | For repairs of station buildings, aqueducts, fixtures, furniture, | | |
| 130. | For renewals of iron, including laying down, | | |
| 131. | For new iron laid down, deducting the value of old iron taken up, | | |
| 132. | For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, | | |
| 133. | For amount paid other companies, as rent for use of their roads, specifying each company, | | |
| 134. | For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, | | |
| 135. | Total miscellaneous, | | |
| 136. | Total expenditures for working the road, | | |
| 137. | Total amount of interest paid during the year, | | |

Road operated by Boston & Lowell Railroad.

INCOME DURING THE YEAR.

- | | | | |
|------|---|---|---|
| 138. | For <i>Passengers</i> :— | | |
| | 1. On main road, including branches owned by company, | — | — |
| | 2. To and from other roads, specifying what, | — | — |
| 139. | For <i>Freight</i> :— | | |
| | 1. On main road and branches owned by company, | — | — |
| | 2. To and from other connecting roads, | — | — |
| 140. | U. S. Mails, | — | — |
| 141. | Rents, | — | — |
| 142. | Total income, | — | — |
| 143. | Net earnings, after deducting expenses, | — | — |
- 4 per cent. per annum on cost.

DIVIDENDS.					
144.	Per cent.	Total,	.	.	None made.
145.	Surplus not divided,	.	.	.	None made.
146.	Surplus last year,	.	.	.	None.
147.	Total surplus,	.	.	.	None.
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:—					
148.	Road and bridges,	.	.	.	Nothing.
149.	Buildings,	.	.	.	No buildings.
150.	Engines and cars,	.	.	.	No engines or cars.
MORTGAGE DEBTS.					
151.	Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,	.	.	.	—
152.	Mortgage debt, paid since last report,	.	.	.	—
153.	Increase of mortgage debt, since last report,	.	.	.	—
154.	Present amount of mortgage debts,	.	.	.	—
155.	Number of mortgages on road and franchise, or any property of the corporation,	.	.	.	—

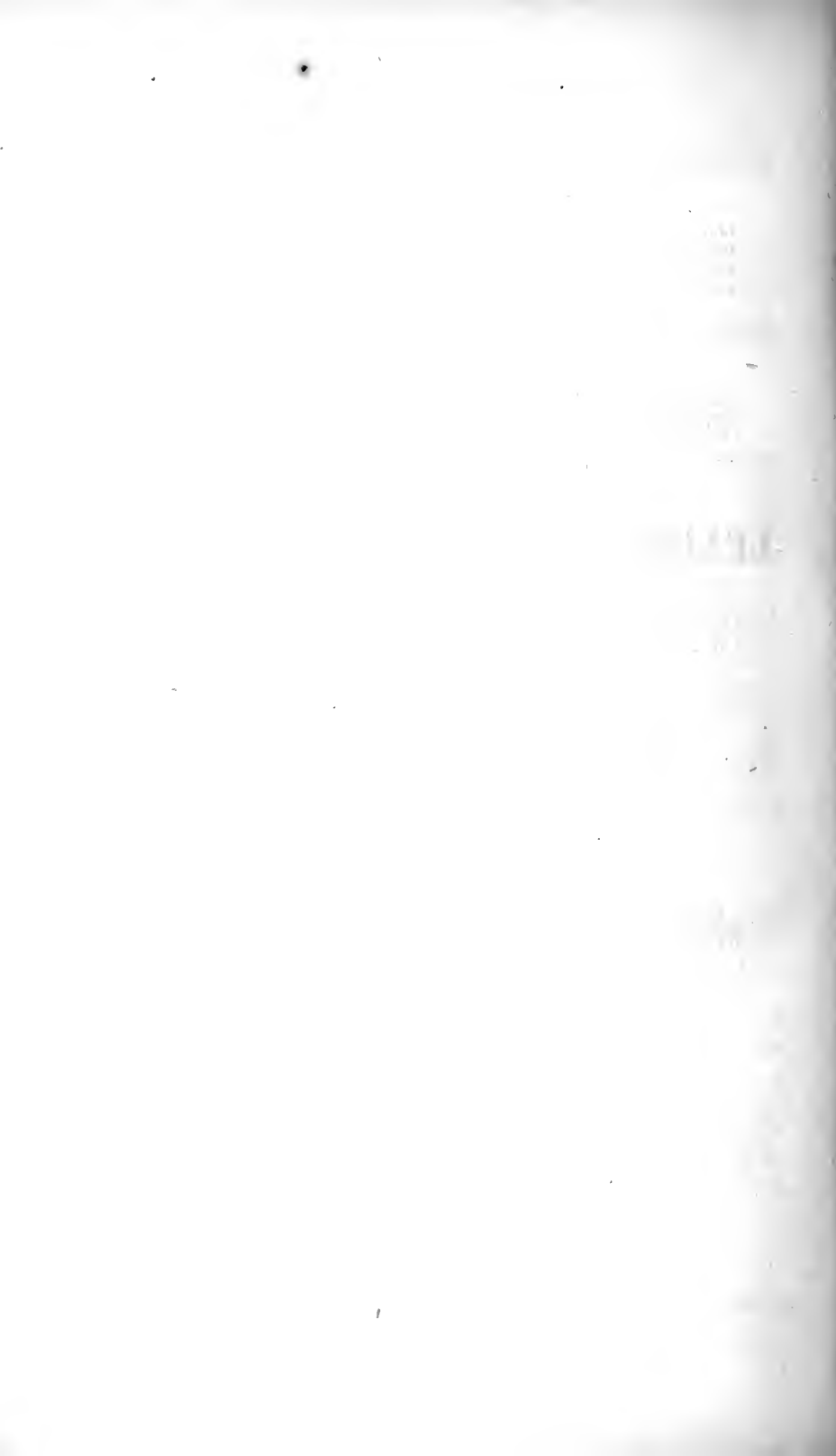
DANIEL DRAPER,
ADOLPHUS DAVIS,
S. HANCOCK, JR.,
WM. P. DRAPER,

Directors of the Horn Pond Branch Railroad Corporation.

SUFFOLK, ss. December 20, 1860. Then personally appeared Daniel Draper Wm. P. Draper, Adolphus Davis, S. Hancock, Jr., and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

G. D. GUILD, *Justice of the Peace.*



SIXTEENTH

ANNUAL REPORT

OF THE

LEXINGTON AND WEST CAMBRIDGE

RAILROAD COMPANY,

1860.



BOSTON:

PRESS OF T. R. MARVIN & SON, 42 CONGRESS STREET.

1860.

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18

SIXTEENTH ANNUAL REPORT

OF THE

LEXINGTON AND WEST CAMBRIDGE RAIL-ROAD COMPANY.

Capital stock,		\$241,200 00
Number of shares of capital stock issued,	2,412	
Increase of capital, since last report,		
Capital paid in, per last report,		
Capital paid in, since last report,		
Total amount of capital stock paid in,		241,200 00
Funded debt, per last report,		
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest per annum, paid during the year,		
Maximum amount of debts during the year,		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,		\$ 43,862 15
For graduation and masonry paid during the past year,		
Total amount expended for graduation and masonry,		
For wooden bridges, per last report,		14,414 16
For wooden bridges paid during the past year,		
Total amount expended for wooden bridges,		
Total amount expended for iron bridges, (if any,)		
For superstructure, including iron, per last report,		72,884 25
For superstructure, including iron, paid during the past year,		
Total amount expended for superstructure, including iron,		
For stations, buildings and fixtures, per last report,		15,715 48
For stations, buildings and fixtures, paid during the past year,		
Total amount expended for stations, buildings and fixtures,		
For land, land-damages and fences, per last report,		54,271 48
For land, land-damages and fences, paid during the past year,		

Total amount expended for land, land-damages and fences,	
For locomotives, per last report,	10,500 00
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last report,	6,800 00
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	
For merchandise cars, per last report,	3,200 00
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last report,	6,175 34
For engineering, paid during the past year,	
Total amount expended for engineering,	
For agencies and other expenses, per last report,	23,434 89
For agencies and other expenses, paid during the past year,	
Total amount expended for agencies and other expenses,	
	251,257 75
Total cost of road and equipment,	
Amount of assets or property held by the corporation in addition to the cost of the road,	25,890 00

CHARACTERISTICS OF ROAD.

Length of road,	6,632-1,000 miles.
Length of single main track,	" "
Length of double main track,	
Length of branches owned by the company, stating whether they have a single or double track,	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	3,250 feet.
Weight of rail per yard in main road,	
Weight of rail per yard in branch roads, (specify the different weights per yard,)	56 and 60 pounds.
Maximum grade, with its length, in main road,	56 feet and 89-1,000 miles.
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	} 211-2 = 10 feet rise. } 7-13-1,000 in fall.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve, in main road,	} 1,000 feet; 980 feet long.
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature in main road,	405 feet.
Total degrees of curvature in branch roads,	4,232-1,000 miles.
Total length of straight line in main road,	
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	80 feet.
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	300 rods.
Number of public ways crossed at grade,	7
Number of railroads crossed at grade,	None.
Remarks,	
Way stations for express train,	None.
Way stations for accommodation trains,	6

Flag stations,	4
Whole number of way stations,	6
Whole number of flag stations,	4

DOINGS DURING THE YEAR.

Miles run by passenger trains,	15,877	
Miles run by freight trains,	500	
Miles run by other trains,		
Total miles run,	—————	16,393
Number of passengers carried in the cars,		124,926
Number of passengers carried one mile,		540,774
Number of tons of merchandise carried in the cars,		27,628
Number of tons of merchandise carried one mile,		61,182
Number of passengers carried one mile, to and from other roads,		537,459
Number of tons carried one mile to and from other roads,		59,726
Rate of speed adopted for express passenger trains, including stops,		
Average rate of speed actually attained by express passenger trains, including stops and detentions,	20 miles.	
Rate of speed adopted for accommodation trains,	16 "	
Rate of speed actually attained by accommodation trains, including stops and detentions,		
Average rate of speed actually attained by special trains, including stops and detentions,		
Average rate of speed adopted for freight trains, including stops,	14 "	
Estimated weight in tons of passenger cars (not including passengers), hauled one mile,	} No means of ascertaining.	
Estimated weight in tons of merchandise cars (not including freight), hauled one mile,		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$ 2,030 30	
For repairs of wooden bridges,		
For wages of switchmen, average per month, \$30, 30, 26 = 86,	} Total,	1,032 00
For wages of gate-keepers, average per month, \$—————		
For wages of signal-men, average per month, \$—————		
For wages of watchmen, average per month \$—————		
Number of men employed exclusive of those engaged in construction,		11
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		15 00
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		30 00
Total for maintenance of way,	—————	3,107 30

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$ 1,080 19	
For new locomotives, to cover depreciation,		
For repairs of passenger cars,	225 52	
For new passenger cars, to cover depreciation,	245 37	
For repairs of merchandise cars,		
For new merchandise cars, to cover depreciation,		
For repairs of gravel and other cars,		
Total for maintenance of motive power and cars,	—————	\$ 1,551 08
Number of engines,		
Number of passenger cars,		
Number of baggage cars,		
Number of merchandise cars,		
Number of gravel cars,		

MISCELLANEOUS.

For fuel used by engines during the year, viz. :		
Wood, number of cords, 250. Cost of the same,	\$ 1,375 00	
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 100. Cost of the same,	600 00	
For oil used by cars and engines,	198 29	
For waste and other material for cleaning,	25 00	
For salaries, wages and incidental expenses, chargeable to passenger department,	2,351 47	
For salaries, wages and incidental expenses, chargeable to freight department,	1,962 89	
For gratuities and damages,		
For taxes and insurance,	165 00	
For ferries,		
For repairs of station buildings, aqueducts, fixtures, furniture,	390 44	
For renewals of iron, including laying down,		
For new iron laid down, deducting the value of old iron taken up,	435 99	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
For amount paid other companies, as rent for use of their roads, specifying each company,		
For new car house,		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	1,329 09	
Total Miscellaneous,	—————	8,833 17
Total expenditures for working the road,		\$ 13,491 55
Total amount of interest paid during the year,		

INCOME DURING THE YEAR.

For passengers :—

- 1.—On main road, including branches owned by company, \$ 12,656 55
- 2.—To and from other roads, specifying what,

<i>For freight :—</i>	
1.—On main road and branches owned by company,	\$ 5,419 36
2.—To and from other connecting roads,	
U. S. mails,	466 19
Rents,	
Total income,	\$ 18,542 10
Net earnings, after deducting expenses,	5,050 55
DIVIDENDS.	
3 per cent. Total,	\$ 3,600 00
Surplus not divided,	
Surplus last year,	
Total Surplus,	
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:	
Of road and bridges,	\$ 400 00
Building,	50 00
Engines and cars,	
MORTGAGE DEBTS.	
Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,	} None.
Mortgage debt, paid since last report,	
Increase of mortgage debt since last report,	
Present amount of mortgage debt,	
Number of mortgages on road and franchise, or any property of the corporation,	

CHARLES HUDSON,
 JAMES DANA,
 SAMUEL BUTTERFIELD,
 ADDISON GAGE,
 A. W. FARRAR,
 ARTHUR T. LYMAN,

Directors of the Railroad Corporation.

SUFFOLK, ss. *December 27, 1860.* Then personally appeared James Dana, Samuel Butterfield, Addison Gage, Abijah W. Farrar, and severally made oath to the truth of the foregoing statement by them subscribed, to their best knowledge and belief. Before me,

CHARLES HUDSON, *Justice of the Peace.*

MIDDLESEX, ss. *December 27, 1860.* Then personally appeared Charles Hudson, and made oath to the truth of the foregoing statement by him subscribed, to his best knowledge and belief. Before me,

JAMES DANA, *Justice of the Peace.*

SUFFOLK, ss. *December 28, 1860.* Then personally appeared Arthur T. Lyman, and made oath to the truth of the foregoing statement by him subscribed, to his best knowledge and belief. Before me,

PHILIP H. SEARS, *Justice of the Peace.*

FIFTEENTH ANNUAL REPORT

OF THE DIRECTORS OF THE

Lowell & Lawrence Railroad Company,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,		\$300,000 00
Number of shares of capital stock issued,	2,000	
Increase of capital, since last report,	None.	
Capital paid in, per last report,	200,000 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		200,000 00
Funded debt, per last report,	100,000 00	
Funded debt, paid since last report,	25,000 00	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,	75,000 00	
Floating debt per last report,	None.	
Floating debt, paid since last report,	None.	
Floating debt, increase of, since last report,	19,916 19	
Total present amount of floating debt,	19,916 19	
Total present amount of funded and floating debt,		94,916 19
Average rate of interest per annum, paid during the year,	6 per cent.	
Maximum amount of debts during the year,	101,916 19	
Surplus—Contra,	9,310 08	
Paid from earnings—Contra,	63,153 12	
		72,468 20

COST OF ROAD AND EQUIPMENT.

		367,384 39
For graduation and masonry, per last report,	77,516 32	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		77,516 32
For wooden bridges, per last report,	5,304 61	
For wooden bridges' paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		5,304 61
Total amount expended for iron bridges (if any),	Nothing.	
For superstructure, including iron, per last report,	161,416 37	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		161,416 37
For stations, buildings and fixtures, per last report,	15,108 19	
For stations, buildings and fixtures paid during the past year,	Nothing.	
Total amount expended for stations, buildings and fixtures,		15,108 19
For land, land-damages and fences, per last report,	45,378 81	
For land, land-damages and fences, paid during the past year,	Nothing.	
Total amount expended for land, land-damages and fences,		45,378 81
For locomotives, per last report,	15,153 25	
For locomotives, paid during the past year,	Nothing.	
Total amount expended for locomotives,		15,153 25
For passenger and baggage cars, per last report,	7,000 60	
For passenger and baggage cars, paid during the past year,	Nothing.	
Total amount expended for passenger and baggage cars,		7,000 60
For merchandise cars, per last report,	8,121 43	
For merchandise cars, paid during the past year,	Nothing.	
Total amount expended for merchandise cars,		8,121 43
For engineering, per last report,	8,197 85	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		8,197 85
For agencies and other expenses, per last report,	212 64	

For agencies and other expenses, paid during the past year,	Nothing.	
Total amount expended for agencies and other expenses,		212 64
Balance of interest on loan during construction and paid stockholders,	9,748 05	
Diseount on bonds,	10,000 00	
Total cost of road and equipment,		19,748.05
Amount of assets or property held by the corporation in addition to the cost of the road,	4,226 27	\$363,158 12
		4 226 27
		<u>\$367,384 39</u>

CHARACTERISTICS OF ROAD.

Length of road.	12.35 miles.
Ledgth of single main track,	12.35 miles.
Length of double main track,	None.
Length of branches owned by the Company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	2 miles 1.500 feet.
Weight of rail, per yard, in main road,	58 lbs.
Weight of rail, per yard, in branch roads, (specify the different weights per yard.)	None.
Maximum grade, with its length, in main road,	45.40—2.32 miles.
Maximum grade, with its length, in branch roads,	None.
Total rise and fall in main road,	Rise, 115.77 ; fall, 162.70.
Total rise and fall in branch roads,	None.
Shortest radius of curvature, with length of curve, in main road,	1,146 feet ; length, 1,100 feet.
Shortest radius of curvature, with length of curve, in branch roads,	None.
Total degrees of curvature, in main road,	420°
Total degrees of curvature, in branch roads,	None.
Total length of straight line, in main road,	8.86 miles.
Total length of straight line, in branches,	None.
Aggregate length of wooden truss bridges,	None.
Aggregate length of all other wooden bridges,	400 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	All fenced or otherwise protected.
Number of public ways crossed at grade,	12
Number of railroads crossed at grade,	1
Remarks,	{ Crosses Boston & Lowell at Lowell, and enters upon Boston and Maine at South Lawrence.
Way stations for express trains,	None.
Way stations for accommodation trains,	None.
Flag stations,	5
Whole number of way stations,	None.
Whole number of flag stations,	5

DOINGS DURING THE YEAR.

Miles run by passenger trains,	Operated by the Boston & Lowell Railroad Corporation, under contract. A copy is annexed to the report of 1858.
Miles run by freight trains,	
Miles run by other trains,	
Total miles run,	
Number of passengers carried in the cars,	
Number of passengers carried one mile,	
Number of tons of merchandise carried in the cars,	
Number of tons of merchandise carried one mile,	
Number of passengers carried one mile, to and from other roads,	
Number of tons carried one mile, to and from other roads,	
Rate of speed adopted for express passenger trains, including stops,	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	
Rate of speed adopted for accommodation trains,	
Rate of speed actually attained by accommodation trains, including stops and detentions,	
Average rate of speed actually attained by special trains, including stops and detentions,	
Average rate of speed adopted for freight trains, including stops,	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		} Paid by Boston & Lowell Railroad Corporation.
For repairs of wooden bridges,		
For wages of switchmen, average per month,	\$ _____	
For wages of gate-keepers, average per month,	\$ _____	
For wages of signal men, average per month,	\$ _____	
For wages of watchmen, average per month,	\$ _____	
Number of men employed, exclusive of those engaged in construction,		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		
For wages of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		
Total for maintenance of way,		

MOTIVE POWER AND CARS.

For repairs of locomotives,		} Run by Boston & Lowell Railroad Corporation.
For new locomotives, to cover depreciation,		
For repairs of passenger cars,		
For new passenger cars, to cover depreciation,		
For repairs of merchandise cars,		
For new merchandise cars, to cover depreciation,		
For repairs of gravel and other cars,		
Total for maintenance of motive power and cars,		
Number of engines,	2	
Number of passenger cars,	3	
Number of baggage cars,	1	
Number of merchandise cars,	20	
Number of gravel cars,	6	

MISCELLANEOUS.

For fuel used by engines during the year, viz. :—		} Operated by Boston and Lowell Railroad Corporation.
Wood, number of cords. Cost of the same,		
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of same,		
For oil used by cars and engines,		
For waste and other material for cleaning,		
For salaries, wages, and incidental expenses, chargeable to passenger department,		
For salaries, wages, and incidental expenses, chargeable to freight department,		
For gratuities and damages,		
For taxes and insurance,		
For ferries,		
For repairs of station buildings, aqueducts, fixtures, furniture,		
For renewals of iron, including laying down,		
For new iron laid down, deducting the value of old iron taken up,		
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
For amount paid other companies, as rent for use of their roads, specifying each company,		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	456 58	
Total Miscellaneous,		
Total expenditures for working the road,	456 58	
Total amount of interest paid during the year, (on funded debt,)		
Total expense and interest,		
		5,738 84
		6,195 42

INCOME DURING THE YEAR.

For <i>Passengers</i> :—		} Operated by Boston and Lowell Railroad Corporation under contract, who pay six per cent. on 363,000 00
1. On main road, including branches owned by company,		
2. To and from other roads, specifying what,		
For <i>Freight</i> :—		
1. On main road and branches owned by company,		
2. To and from other connecting roads,		
U. S. Mails,		
Rents,	21,780 00	
Sundries,	16 72	
Total income,		
Net earnings after deducting expenses,		21,796 72
		15,601 80

LOWELL AND LAWRENCE RAILROAD.

DIVIDENDS.	
6 Per cent. Total,	12,000 00
Surplus not divided,	3,601 30
Surplus last year,	<u>5,708 78</u>
Total surplus,	9,310 08
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz. :	
Of road and bridges,	} Road run and kept in repair by the Boston and Lowell Railroad Corporation.
Buildings,	
Engines and cars.	
MORTGAGE DEBTS.	
Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	None.
Mortgage debt paid since last report,	None.
Increase of mortgage debt since last report,	
Present amount of mortgage debts,	75,000 00
Number of mortgages on road and franchise, or any property of the corporation.	One.
SIDNEY SPALDING, } A. W. BUTTRICK, } ISAAC FARRINGTON, }	} Directors of the Lowell and Lawrence Railroad Company.
	} OTIS ALLEN, JOSHUA W. DANIELS, HORACE HOWARD.

MIDDLESEX, ss. — Then personally appeared Sidney Spalding, A. W. Buttrick, Isaac Farrington, Otis Allen, Joshua W. Daniels and Horace Howard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. Before me,

F. H. NOURSE, *Justice of the Peace.*

LOWELL, December 24, 1860.

ANNUAL REPORT

OF THE

MARLBOROUGH & FELTONVILLE

BRANCH RAILROAD CORPORATION.

MARLBORO:

JOY & RICE, PRINTERS—JOURNAL PRESS,

FORREST HALL BLOCK, MARKET STREET.

1861.



ANNUAL REPORT

OF THE

MARLBOROUGH AND FELTONVILLE BRANCH RAILROAD CORPORATION.

Report of the Directors of the Marlborough and Feltonville Branch Railroad Corporation, for the year ending November 30, 1860. General Statutes, Chap. 63, Sections 132 to 135.

Capital stock - - - - -	\$27,500
Number of shares of capital stock issued - - -	275
Increase of capital, since last report - - -	—
Capital paid in, per last report - - - - -	—
Capital paid in, since last report - - - - -	—
Total amount of capital stock paid in - - -	27,500
Funded debt, per last report - - - - -	None.
Funded debt, paid since last report - - - - -	—
Funded debt, increase of, since last report - - -	—
Total present amount of funded debt - - - - -	—
Floating debt, per last report - - - - -	—
Floating debt, paid since last report - - - - -	—
Floating debt, increase of, since last report - - -	—
Total present amount of floating debt - - - - -	—
Total present amount of funded and floating debt - - - - -	—
Average rate of interest per annum, paid during the year - - - - -	—
Maximum amount of debts during the year - - -	—

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report - - -	} Purchased of the Marlborough Branch Railroad Co., at auc- tion, for \$27,500.
For graduation and masonry, paid during the past year - - - - -	
Total amount expended for graduation and masonry - - - - -	
For wooden bridges, per last report - - - - -	
For wooden bridges, paid during the past year - - -	
Total amount expended for wooden bridges - - -	
Total am't expended for iron bridges (if any) - - -	
For superstructure, including iron, per last report - - -	
For superstructure, including iron, paid during the past year - - - - -	
Total amount expended for superstructure, including iron - - - - -	
For stations, buildings and fixtures, per last report - - - - -	
For stations, buildings and fixtures, paid during the past year - - - - -	

Total amount expended for stations, buildings and fixtures	-	-	-	-
For land, land-damages and fences, per last report	-	-	-	-
For land, land-damages and fences, paid during the past year	-	-	-	-
Total amount expended for land, land-damages and fences	-	-	-	-
For locomotives, per last report	-	-	-	-
For locomotives, paid during the past year	-	-	-	-
Total amount expended for locomotives	-	-	-	-
For passenger and baggage cars, per last report	-	-	-	-
For passenger and baggage cars, paid during the past year	-	-	-	-
Total amount expended for passenger and baggage cars	-	-	-	-
For merchandise cars, per last report	-	-	-	-
For merchandise cars, paid during the past year	-	-	-	-
Total amount expended for merchandise cars	-	-	-	-
For engineering, per last report	-	-	-	-
For engineering, paid during the past year	-	-	-	-
Total amount expended for engineering	-	-	-	-
For agencies and other expenses, per last report	-	-	-	-
For agencies and other expenses, paid during the past year	-	-	-	-
Total amount expended for agencies and other expenses	-	-	-	-
Total cost of road and equipment	-	-	-	-
Amount of assets or property held by the corporation in addition to the cost of the road	-	-	-	-

Purchased of the Marlborough Branch Railroad Co., at auction, for \$27,500.

CHARACTERISTICS OF ROAD.

Length of road	-	-	-	-	3.9 miles.
Length of single main track	-	-	-	-	—
Length of double main track	-	-	-	-	—
Length of branches owned by the company, stating whether they have a single or double track	-	-	-	-	—
Aggregate length of sidings, and other tracks, excepting main tracks and branches	-	-	-	-	—
Weight of rail, per yard, in main road	-	-	-	-	52 lbs.
Weight of rail, per yard, in branch roads, (specify the different weights per yard.)	-	-	-	-	—
Maximum grade, with its length, in main road	-	-	-	-	97 ft. per mile for 3200 ft
Maximum grade, with its length, in branch roads	-	-	-	-	—
Total rise and fall in main road	-	-	-	-	239.88
Total rise and fall in branch roads	-	-	-	-	—
Shortest radius of curvature, with length of curve, in main road	-	-	-	-	810.72 for 912 feet.
Shortest radius of curvature, with length of curve, in branch roads	-	-	-	-	—

Total degrees of curvature, in main road	-	549° 9' 30"
Total degrees of curvature, in branch roads	-	—
Total length of straight line, in main road	-	8010.10ft.all 1 1-2 mil's
Total length of straight line, in branches	-	—
Aggregate length of wooden truss bridges	-	298.50 feet.
Aggregate length of all other wooden bridges	-	194 "
Aggregate length of iron bridges	-	—
Whole length of road unfenced on both sides	-	—
Number of public ways crossed at grade	-	4
Number of railroads crossed at grade	-	0
Remarks	-	0
Way stations for express trains	-	0
Way stations for accommodation trains	-	1
Flag stations	-	0
Whole number of way stations	-	1
Whole number of flag stations	-	0

DOINGS DURING THE YEAR.

Miles run by passenger trains	-	-	-
Miles run by freight trains	-	-	-
Miles run by other trains	-	-	-
Total miles run	-	-	-
Number of passengers carried in the cars	-	-	-
Number of passengers carried one mile	-	-	-
Number of tons of merchandise carried in the cars	-	-	-
Number of tons of merchandise carried one mile	-	-	-
Number of passengers carried one mile, to and from other roads	-	-	-
Number of tons carried one mile, to and from other roads	-	-	-
Rate of speed adopted for express passenger trains, including stops	-	-	-
Average rate of speed actually attained by express passenger trains, including stops and detentions	-	-	-
Rate of speed adopted for accommodation trains	-	-	-
Rate of speed actually attained by accommodation trains, including stops and detentions	-	-	-
Average rate of speed actually attained by special trains, including stops and detentions	-	-	-
Average rate of speed adopted for freight trains, including stops	-	-	-
Estimated weight in tons of passenger cars (not including passengers) hauled one mile	-	-	-
Estimated weight in tons of merchandise cars (not including freight) hauled one mile	-	-	-

Operated by the
Fitchburg Railroad
Co. under contract.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron	-	-	-
For repairs of wooden bridges	-	-	-
For wages of switchmen, av. per month	\$	—	} Total,
For wages of gate-keepers, " per month	\$	—	
For wages of signal-men, av. per month,	\$	—	
For wages of watchmen, av. per month,	\$	—	
Number of men employed, exclusive of those engaged in construction	-	-	-
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	-	-
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, toolhouses	-	-	-
Total for maintenance of way	-	-	-

Operated by the
Fitchburg Railroad
Co., under contract.

MOTIVE POWER AND CARS.

For repairs of locomotives	-	-	-
For new locomotives, to cover depreciation	-	-	-
For repairs of passenger cars	-	-	-
For new passenger cars, to cover depreciation	-	-	-
For repairs of merchandise cars	-	-	-
For new merchandise cars, to cover depreciation	-	-	-
For repairs of gravel and other cars	-	-	-
Total for maintenance of motive power and cars	-	-	-
Number of engines	-	-	-
Number of passenger cars	-	-	-
Number of baggage cars	-	-	-
Number of merchandise cars	-	-	-
Number of gravel cars	-	-	-

Furnished by the
Fitchburg Railroad
Company.

MISCELLANEOUS.

For fuel used by engines during the year, viz:—			
1. Wood, number of cords, ———. Cost of the same	-	-	-
2. Coal, number of tons, (reckoning 2,210 lbs. to the ton.) ———. Cost of same	-	-	-
For oil used by cars and engines	-	-	-
For waste and other material for cleaning	-	-	-
For salaries, wages and incidental expenses, chargeable to passenger department	-	-	-
For salaries, wages and incidental expenses, chargeable to freight department	-	-	-
For gratuities and damages	-	-	-
For taxes and insurance	-	-	-
For ferries	-	-	-
For repairs of station buildings, aqueducts, fixtures, furniture	-	-	-

Furnished by the
Fitchburg R. R. Co.

\$75 00

Reported by the
Fitchburg Railroad
Company.

For renewals of iron, including laying down -	}	Reported by the Fitchburg R. R. Co.
For new iron laid down, deducting the value of old iron taken up - - - - -		
For amount paid other companies, in tolls for passengers and freight carried on their road specifying each company - - - - -		
For amount paid other companies, as rent for use of their roads, specifying each company -		
For salaries of president, treasurer, superin- tendent, law expenses, office expenses of the above offices, and all other expenses not in- cluded in any of the foregoing items - - -		
Total miscellaneous - - - - -		\$220 00
Total expenditures for working the road - -	}	Reported by the Fitchburg R. R. Co.
Total amount of interest paid during the year		

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned
by company
2. To and from other roads, specifying what

For Freight :—

1. On main road and branches owned by com-
pany
2. To and from other connecting roads

U. S. mails		
Rents		
Total income	\$3,571 33	
Net earnings after deducting expenses		\$3,351 33

DIVIDENDS.

—per cent. Total	12 per cent.
Surplus not divided	—
Surplus last year	—
Total surplus	\$51 33

ESTIMATED DEPRECIATION BEYOND THE RENEWALS

VIZ.:

Of road and bridges	}	Reported by the Fitchburg Railroad Company.
Buildings		
Engines and cars		

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the corpor- ation, per last report	Nothing.
Mortgage debt paid since last report	—
Increase of mortgage debt since last report	—

Present amount of mortgage debts . . .	|	—
Number of mortgages on road and franchise, or any property of the corporation . . .	|	—

LAMBERT BIGELOW,
MARK FAY,
FRANCIS BRIGHAM,
FRANCIS D. BRIGHAM,
WM. E. BRIGHAM,
WM. T. HART,

} *Directors of the Marl-
borough and Feltonville
Branch Railroad Corpora-
tion.*

MIDDLESEX SS., *December 24th, 1860.*

Then personally appeared Lambert Bigelow, Mark Fay, Francis Brigham, Francis D. Brigham, Wm. E. Brigham, Wm. T. Hart, and severally made oath to the truth of the foregoing statement by them subscribed.

Before O. W. ALBEE, *Justice of the Peace.*

T W E L F T H

ANNUAL RETURN

OF THE

MEDWAY BRANCH RAILROAD

C O R P O R A T I O N .

FOR THE YEAR ENDING NOV. 30, 1860.

B O S T O N :
JOS. G. TORREY, PRINTER, 32 CONGRESS STREET
1 8 6 1

TWELFTH RETURN

OF THE

MEDWAY BRANCH RAILROAD CORPORATION.

For the year ending November 30, 1860, required by Acts of 1849, Chap. 191 ; 1751, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chap. 40, 168, and 240 ; 1851, Chap. 46.

Capital stock,	\$35,000 00
Capital paid in per last report,	29,000 00
Total amount of capital stock, paid in,	29,000 00
Number of shares of capital stock,	290 00
Floating debt per last report,	3,785 00
Maximum of floating debt,	4,012 22
Average rate of interest per annum,	6 per cent.
Total cost of Road, no equipment,	37,908 75
Length of Road,	3 & 6-10 miles.
Aggregate length of siding tracks,	3,262 feet.
Weight of rail per yard on road and siding,	40 to 42 pounds.
Maximum grade with its length in road,	54 feet for 1100 feet.
Total rise and fall in road,	70 feet.
Shortest radius or curvature, with length of curve in main road,	70 feet 500 feet.
Total degrees of curvature in main road,	42° 50'
Total length of straight line in main road,	13,800 feet.
Aggregate length of wooden truss bridges,	107 feet.
Aggregate length of all other bridges,	250 feet.
Whole length of road unfenced, about	40 feet.
Number of public ways crossed at grade,	2
Way stations,	1
Whole number of way stations,	1

This road has been run by contract without expense to road by keeping same in running repair, having been run only part of the time, no income to the road—extent of receipts and expenses not known to directors of the road as to detail.

HOLMES AMMIDOWN, }
 JACOB W. PIERCE, } Directors of
 JACOB EDWARDS, Jr. } Medway Branch Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. December 27, 1860. Personally appeared Holmes Ammidown, Jacob Edwards Jr., Jacob W. Pierce, and made oath that the above return is true according to their best knowledge and belief.

Before me,

THOMAS J. LEE, Justice of the Peace.

Eighth

ANNUAL REPORT

OF THE

Middleborough and Taunton Railroad

COMPANY.



TAUNTON:

HACK'S BOOK AND JOB PRESS, 7 UNION BLOCK,

1860.



Eighth Annual Report

OF THE

MIDDLEBOROUGH AND TAUNTON R. R.

COMPANY.

Report of the Middleborough and Taunton Railroad, for the year ending November 30, 1860.—General Statutes, chap. 63, sections 132 to 135.

Capital Stock,		\$150,000 00
Increase of Capital since last Report		
Capital paid in per last report,	\$148,067 00	
Capital paid in since last report,	400 00	
Total amount of Capital Stock paid in,		148,467 00
Number of shares of Capital Stock issued,	1484	
Funded debt, per last report,		
Funded debt paid, since last report,		
Funded debt, increase of, since last report,		
Floating debt, per last report,	10,300 00	
Floating debt paid since last report,	2,500 00	
Floating debt, increase of, since last report,		
Total present amount of floating debt,		7,800 00
Total present amount of funded and floating debt,		7,800 00
Maximum amount of debts during the year,	12,000 00	
Average rate of interest per annum, paid during the year,	6 per cent.	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	45,899 14	
For graduation and masonry, paid during the past year,		
Total amount expended for graduation and masonry,		45,899 14
For wooden bridges, per last report,	384 15	
For wooden bridges, paid during the past year,		
Total amount expended for wooden bridges,		384 15
Total amount expended for iron bridges, (if any,)		
For superstructure, including iron, per last report,	56,024 12	
For superstructure, including iron, paid during the past year,		

MIDDLEBOROUGH AND TAUNTON R. R.

Total amount expended for superstructure, including iron,		56,024 12
For stations, buildings, and fixtures, per last report,	3,991 29	
For stations, buildings, and fixtures, paid during the past year,		
Total amount expended for stations, buildings and fixtures,		3,991 29
For land, land damages, and fences, per last report,	18,004 57	
For land, land damages, and fences, paid during the past year,		
Total amount expended for land, land damages, and fences,		18,004 57
For locomotives, per last report,	9,280 97	
For locomotives, paid during the past year,		
Total amount expended for locomotives,		9,280 97
For passenger and baggage cars per last report,	2,577 43	
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		2,577 43
For merchandise cars per last report,	9,134 69	
For merchandise cars paid during the past year,		
Total amount expended for merchandise cars,		9,134 69
For engineering per last report,	3,947 29	
For engineering paid during the past year,		
Total amount expended for engineering,		3,947 29
For agencies and other expenses per last report,	4,699 14	
For agencies and other expenses paid during the past year,		
Total amount expended for agencies and other expenses,		4,699 14
Total cost of road and equipment,		153,942 79
Amount of assets of property held by the corporation in addition to the cost of the road,	4,112 55	

CHARACTERISTICS OF THE ROAD.

Length of road,		8 546-1000 miles.
Length of single main track,		8 536-1000 miles.
Length of double main track,		
Length of branches owned by the Company, stating whether they have a single or double track,		
Aggregate length of sidings and other tracks, excepting main tracks and branches,		2,955 feet.
Weight of rail per yard, in main road,		49 lbs.
Weight of rail per yard, in branch roads,		
Specify the different weights per yard,		
Maximum grade, with its length, in main road,		42 ft., length 4280 ft.
Maximum grade, with its length, in branch roads,		
Total rise and fall in main road,		184 feet.
Total rise and fall in branch roads,		
Shortest radius of curvature, with length of curve, in main road,		860 ft., length 1174 ft.
Shortest radius of curvature, with length of curve in branch roads,		

Total degrees of curvature, in main road,	50 degrees.
Total degrees of curvature in branch roads,	
Total length of straight line in main road,	37,310 feet.
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	900 feet
Number of public ways crossed at grade,	11.
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	1.
Flag stations,	3.
Whole number of way stations,	1.
Whole number of flag stations,	3.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	20,120	
Miles run by freight trains	6,596	
Miles run by other trains,		
Total miles run,		26,716
Number of passengers carried in the cars,	20,664	
Number of passengers carried one mile,	179,584	
Number of tons of merchandise carried in the cars,	12,907 tons, 932 lbs.	
Number of tons of merchandise carried one mile,	81,733 " 1485 "	
Number of passengers carried one mile to and from other roads,	164,226	
Number of tons carried one mile to and from other roads,	79,948 tons, 372 lbs	
Rate of speed adopted for express passenger trains, including stops,		
Average rate of speed actually attained by express passenger trains, including stops and detentions,		
Rate of speed adopted for accommodation trains,	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions,		
Average rate of speed adopted for freight trains, including stops and detentions,	14 miles per hour.	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,		
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewal of iron,	1,914 50
For repairs of wooden bridges,	
For wages of switchmen, average per month,	
For wages of gate-keepers, average per month,	
For wages of signal men, average per month,	264 32
For wages of watchmen, average per month,	

Number of men employed, exclusive of those engaged in construction,	14	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)		
For repairs of fences, gates, houses for signal-men, gate keepers, switchmen, tool-houses,		
Total for maintenance of way,		\$2,178 82

MOTIVE POWER AND CARS.

For repairs of locomotives,	848 11	
For new locomotives, to cover depreciation,		
For repairs of passenger cars,	171 88	
For new passenger cars to cover depreciation,		
For repairs of merchandise cars,	166 50	
For new merchandise cars to cover depreciation,		
For repairs of gravel and other cars,		
Total for maintenance of motive power and cars		1,186 49
Number of engines,	1	
Number of passenger cars,	1	
Number of baggage cars,	1	
Number of merchandise cars,	20	
Number of gravel cars,		

MISCELLANEOUS.

For fuel used by engines during the year, viz:—		
Wood and Coal, cost of the same,	2,400 00	
For oil used by cars and engines,	355 00	
For waste and other material for cleaning,		
For salaries, wages, and incidental expenses, chargeable to passenger department,	2,684 50	
For salaries, wages and incidental expenses, chargeable to freight department,	2,224 55	
For gratuities and damages,	53 75	
For taxes and insurance,	90 77	
For ferries,		
For repairs of station buildings, aqueducts, fixtures, and furniture,	50 02	
For renewals of iron, including laying down,		
For new iron laid down during the year, deducting the value of old rail taken up,		
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, O. C. & F. R., Cape Cod, and Taunton Branch Railroad Cos.,	12,320 07	
For amount paid other companies, as rent for use of their roads, specifying each company,		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices and all other expenses not included in any of the foregoing items,	1,514 41	
Total Miscellaneous,		21,693 07
Total expenditures for working the road,		25,058 38
Total amount of interest paid during the year,		834 54
		25,892 92

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company,	670 67
2. To and from other roads, specifying what, Old Colony and Fall River, and New Bedford and Taunton,	10,749 24

For Freight:—

1. On main road and branches owned by company,	205 99
2. To and from other connecting roads,	15,756 25
U. S. Mails,	712 47
Rents and Interest,	
Total income,	28,094 62

Net earnings after deducting expenses, 2,201 70

DIVIDENDS.

Per cent. Total	
Surplus not divided,	
Surplus last year,	
Total surplus,	1,708 34

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz:—

Roads and bridges,	
Buildings,	
Engines and cars,	

MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last report,	
Mortgage debt, paid since last report,	
Increase of mortgage debt, since last report,	
Present amount of mortgage debt,	
Number of mortgages on road and franchise, or any property of the Corporation,	

J. B. TOBEY,
WM. A. CROCKER,
JOSEPH S. TILLINGHAST,
PARDON TILLINGHAST,
ELISHA TUCKER,
CHARLES ROBINSON,

} Directors of the
Railroad Corporation.

SUFFOLK ss. December 26 1860. Then personally appeared J. S. Tillinghast, and affirmed, and J. B. Tobey, Wm. A. Crocker, P. Tillinghast, E. Tucker and C. Robinson, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

Before me,

E. PICKERING, Justice of the Peace.

THIRD
ANNUAL RETURN
OF THE
MIDLAND RAILROAD
CORPORATION.

FOR THE YEAR ENDING NOV. 30, 1860.

BOSTON:
JOHN E. BRADLEE, PRINTER:
Nos. 49 DEVONSHIRE AND 15 WATER STREETS.

1861.

THIRD ANNUAL RETURN

OF THE

MIDLAND RAILROAD CORPORATION.

Return of the Midland Railroad Corporation, for the year ending Nov. 30, 1860, required by Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168 and 240; and 1858, Chap. 46.

Capital Stock,.....	}	Limit of debts of the Boston and New York Central Railroad Company, and $\frac{1}{4}$ amount of stock of said Company, as per Act of Incorporation, Say about.....\$2,600,000 00
Capital Stock, per last report,.....		1,301,400 00
Capital Stock paid in since last report, (by exchange of debts,)		152,894 79
Total amount of Capital Stock,.....		1,454,294 79
Number of shares of Capital Stock.....		14,428.
Floating debt, per last report,.....		10,414 10
Floating debt, increase of, since last report,.....		1,341 38
Total present amount of floating debt,.....		11,755 48

CHARACTERISTICS OF ROAD.

Length of Road,.....		74 $\frac{1}{2}$ miles.
Length of single main track,.....		61 $\frac{1}{3}$ miles.
Aggregate length of sidings and other tracks, excepting main track and branches,.....		7974 feet.
Weight of rail per yard in main road,.....		58 to 71 lbs.
Specify the different weights per yard,.....		58, 60, 63, and 71 lbs.
Maximum grade, with its length in main road,.....		53 feet, 8300 feet long.
Total rise and fall in main road,.....		912 feet rise, 678 feet fall.
Shortest radius of curvature, with length of curve in main road,.....	{	2°45', 2084 feet radius, 1500 feet except at Boston terminus, where it is 1275 feet radius.
Total degrees of curvature in main road,.....		1376°12'.
Total length of straight line in main road,.....		238,740 feet.
Aggregate length of wooden truss bridge,.....		2,478 feet.
Aggregate length of all other wooden bridges,.....		11,241 feet.

In submitting their third annual return, the Directors would say that the Midland Railroad Corporation was incorporated for the purpose of succeeding to the property of the Boston and New York Central Railroad Company, by arranging with the various classes of creditors of said Boston and New York Central Railroad Company to exchange their debts for stock in the new Company.

Claims to the amount of \$1,454,294 have been exchanged, and stock to the amount of 14,428 shares have been issued therefor; but the claims for land damage, and the bonds secured by the mortgage of the Norfolk County Railroad, have not been purchased—therefore the Company have not been able to run their road.

That portion between Dedham and Blackstone has been operated by the Trustees under the mortgage of the Norfolk County Railroad.

For the above reasons, the report of this Company is more brief than the reports of Railroads in active operation.

HOLMES AMMIDOWN.
L. SKINNER.
WILLIAM EDWARDS.
J. W. CLARK.
D. N. PICKERING.

SUFFOLK, ss., Jan. 1st, 1861.—Personally appeared the above named D. N. PICKERING, and made oath that the above return is true, to his best knowledge and belief.

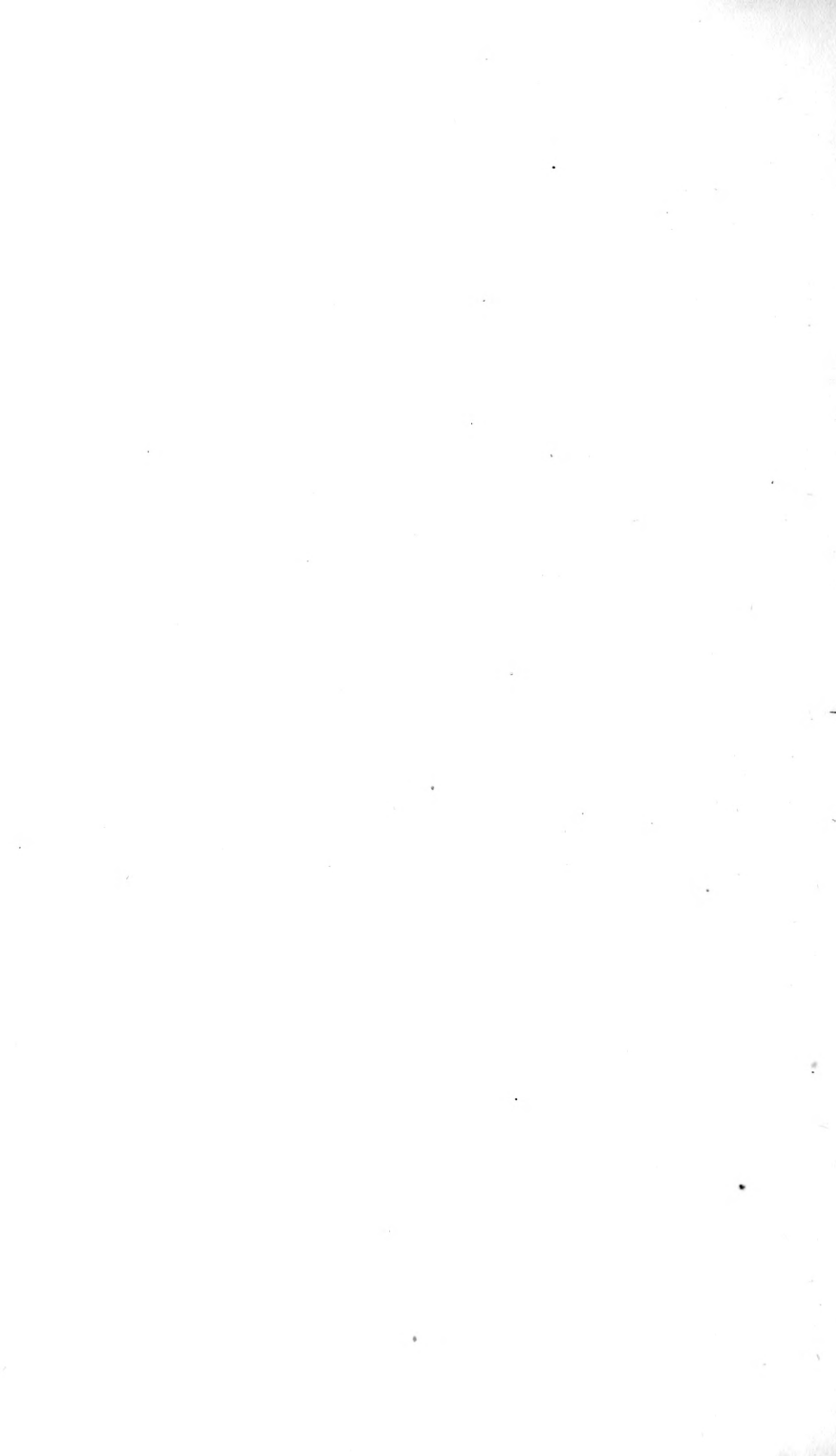
Before me,

CHAUNCEY SMITH,
JUSTICE OF THE PEACE.

SUFFOLK, ss., Dec. 24th, 1860.—Personally appeared HOLMES AMMIDOWN, L. SKINNER, WILLIAM EDWARDS, and J. W. CLARK, and made oath that the above return is true, according to their best knowledge and belief.

Before me,

S. W. BATES,
JUSTICE OF THE PEACE.



REPORT OF THE DIRECTORS

OF THE

NASHUA AND LOWELL RAILROAD CORPORATION,

For the Year ending Nov. 30, 1860.

Capital Stock,		\$600,000 00
Number of shares of capital stock issued,	6,000	
Increase of Capital, since last report,	None.	
Capital paid in, per last report,	600,000 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,	600,000 00	
Funded debt, per last report,	} This Corporation has no debt.	
Funded debt, paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Maximum amount of debts during the year,		
Average rate of interest per annum, paid during the year,		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,	116,827 65	
For graduation and masonry, paid during the past year,	None.	
Total amount expended for graduation and masonry,		116,827 65
For wooden bridges, per last report,	2,530 35	
For wooden bridges, paid during the last year,	None.	
Total amount expended for wooden bridges,		2,530 35
Total amount expended for iron bridges,		1,875 00
For superstructure, including iron, per last report,	233,998 35	
For superstructure, including iron, paid during the past year,	None.	
Total amount expended for superstructure, including iron,		233,998 35
For stations, buildings and fixtures, per last report,	93,196 95	
For stations, buildings and fixtures, paid during the past year,	None.	

Total amount expended for stations, buildings and fixtures,		93,196 95
For land, land-damages and fences, per last report,	88,980 06	
For land, land-damages and fences, paid during the past year,	None.	
Total amount expended for land, land-damages and fences,		88,980 06.
For locomotives, per last report,	46,240 48	
For locomotives, paid during the past year,	None.	
Total amount expended for locomotives,		46,240 48.
For passenger and baggage cars, per last report,	13,792 71	
For passenger and baggage cars, paid during the past year,	None.	
Total amount expended for passenger and baggage cars,		13,792 71.
For merchandise cars, per last report,	35,651 09	
For merchandise cars, paid during the past year,	None.	
Total amount expended for merchandise cars,		35,651 09
For engineering, per last report,	21,510 61	
For engineering, paid during the past year,	None.	
Total amount expended for engineering,		21,510 61
For agencies and other expenses, per last report,	} Included in above.	
For agencies and other expenses, paid during the past year,		
Total amount expended for agencies and other expenses,		
Total cost of road and equipment,		\$654,603 25

Amount of assets or property held by the corporation in addition to the cost of the road. [Real Estate at Lowell and Chelmsford not used for the immediate purposes of the Road, \$11,937 43; working materials for use of Road, \$35,777 47, and balance of surplus funds in notes and cash.]

CHARACTERISTICS OF ROAD.

Length of Road,	77,000 2-10 feet.
Length of single main track,	2011 "
Length of double main track,	74,989 2-10 "
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	3 miles.
Weight of rail, per yard, in main road,	56 lbs.
Weight of rail, per yard, in branch roads, (specify the different weights, per yard,)	None.
Maximum grade, with its length, in main road,	12 7-10 ft. pr mile. 4135
Maximum grade, with its length, in branch roads,	None. [feet.]
Total rise and fall in main road,	73 5-10 ft.
Total rise and fall in branch roads,	None.
Shortest radius of curvature, with length of curve in main road,	636 feet; 100 feet long.
Shortest radius of curvature, with length of curve in branch roads,	None.
Total degrees of curvature in main road,	770.
Total degrees of curvature in branch roads,	None.
Total length of straight line in main road,	7 22-100 miles.
Total length of straight line in branches,	None.
Aggregate length of wooden truss bridges,	530 feet,
Aggregate length of all other wooden bridges,	664 "
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	None.

1860.] NASHUA AND LOWELL RAILROAD.

Number of public ways crossed at grade, . . .	.10.
Number of railroads crossed at grade, . . .	.1.
Remarks, . . . . .	.
Way stations for express trains,	None.
Way stations for accommodation trains, . . . . .	.2.
Flag stations, . . . . .	.3.
Whole number of way stations, . . . . .	.2.
Whole number of flag stations, . . . . .	.3.

DOINGS DURING THE YEAR.

[Including proportion of Wilton, Stony Brook, Salem & Lowell and Lowell & Lawrence Railroads.]

Miles run by passenger trains,	89,970
Miles run by freight trains,	82,541
Miles run by other trains,	None.
Total miles run,	172,511
Number of passengers carried in the cars,	316,933
Number of passengers carried one mile,	3,932,347
Number of tons merchandise carried in the cars,	201,852
Number of tons merchandise carried one mile,	3,424,994
Number of passengers carried one mile, to and from other roads,	1,407,725
Number of tons carried one mile, to and from other roads,	2,271,032
Rate of speed adopted for express passenger trains, including stops,	None run.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	
Rate of speed adopted for accommodation trains,	25 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.
Average rate of speed actually attained by special trains, including stops and detentions,	25 miles per hour.
Average rate of speed adopted by freight trains, including stops,	10 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	Cars not weighed.
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	21,796 88
For repairs of wooden bridges,	8,161 63
For wages of switchmen, average per month, \$ } Total,	3,173 12
For wages of gate keepers, average per month, \$ }	
For wages of signal-men, average per month, \$ }	
For wages of watchmen, average per month, \$ }	
Number of men employed, exclusive of those engaged in construction,	169
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used.)	166 76
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	4,607 27
Total for maintenance of way,	<hr/> 37,905 66

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$10,894 81
For new locomotives to cover depreciation,	Nothing.

4. NASHUA AND LOWELL RAILROAD.

[Dec.

For repairs of passenger cars,	5,142 65	
For new passenger cars, to cover depreciation,	Nothing.	
For repairs of merchandise cars,	7,766 59	
For new merchandise cars, to cover depreciation,	Nothing.	
For repairs of gravel and other cars,	Included above.	
Total for maintenance of motive power and cars,		23,804 05
Number of engines,	12.	
Number of passenger cars,	12.	
Number of baggage cars,	7.	
Number of merchandise cars,	318.	
Number of gravel cars,	Included in above.	

MISCELLANEOUS.

For fuel used by the engines during the year, viz : Wood, number of cords, 2,790. Cost of the same, \$11,527 17		
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 905. Cost of same,	4,841 75	
For oil used by cars and engines,	3,342 46	
For waste and other material for cleaning. [Included above]		
For salaries, wages and incidental expenses, chargeable to passenger department,	12,277 86	
For salaries, wages and incidental expenses, chargeable to freight department,	27,512 03	
For gratuities and damages,	865 06	
For taxes and insurance,	3,879 71	
For ferries,		
For repairs of station buildings, aqueducts, fixtures, furniture,	4,676 79	
For renewals of iron, including laying down,	9,141 37	
For new iron laid down, deducting the value of old iron taken up,	Included above.	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	Nothing.	
For amount paid other companies, as rent for use of their roads, specifying each company.		
Stony Brook R. R. 5,487 00	} 32,372 88	
Lowell & Lawrence R. R. per contract, 6,751 80		
Salem & Lowell R. R. " " 5,425 00		
Wilton R. R. " " 14,709 08		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses, not included in any of the foregoing items,	7,440 90	
Total miscellaneous,		117,877 98
Total expenditures for working the road,		\$179,587 69
Total amount of interest paid during the year,		

INCOME DURING THE YEAR.

<i>For Passengers :—</i>		
1. On main road, including branches owned by Company,	} 97,895 77	
2. To and from other roads, specifying what,		
<i>For Freight :—</i>		
1. On main road and branches owned by Company,	} 150,769 84	
2. To and from other connecting roads,		
U. S. Mails,		3,019 38

1860.] NASHUA AND LOWELL RAILROAD. 5

Express Interest, &c.	5,394 10	
Total Income,		257,079 09
Net earnings, after deducting expenses,		\$77,491 40

DIVIDENDS.

8 per cent. Total,	48,000 00	
Surplus not divided,	29,491 40	
Surplus last year, \$83,732 46; less payments as per memo.* \$5,451 70,	78,280 76	
Total surplus, 102,025 49, adding difference between 2 months' accumulation last year, 13,653 71 and 2 months' accumulation this year, 19,400 38		
	5,746 67	\$107,772 16

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
viz :

Road and bridges,	}	Nothing.
Building,		
Engines and cars,		

MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last report,	}	Nothing.
Mortgage debt, paid since last report,		
Increase of mortgage debt since last report,		
Present amount of mortgage debts,		
Number of mortgages on road and franchise, or any property of the corporation,		

* Contingent Fund has been reduced during the year, by the following payments :

For land bought of Mrs. Keyes at Tyngsboro',	\$500 00
" " " " Locks and Canals Co. at Lowell,	1254 92
" " " " J. W. Boynton, " "	897 00
" land damages and stone, at Middlesex,	600 00
" registering deeds,	1 50
	\$3,253 42

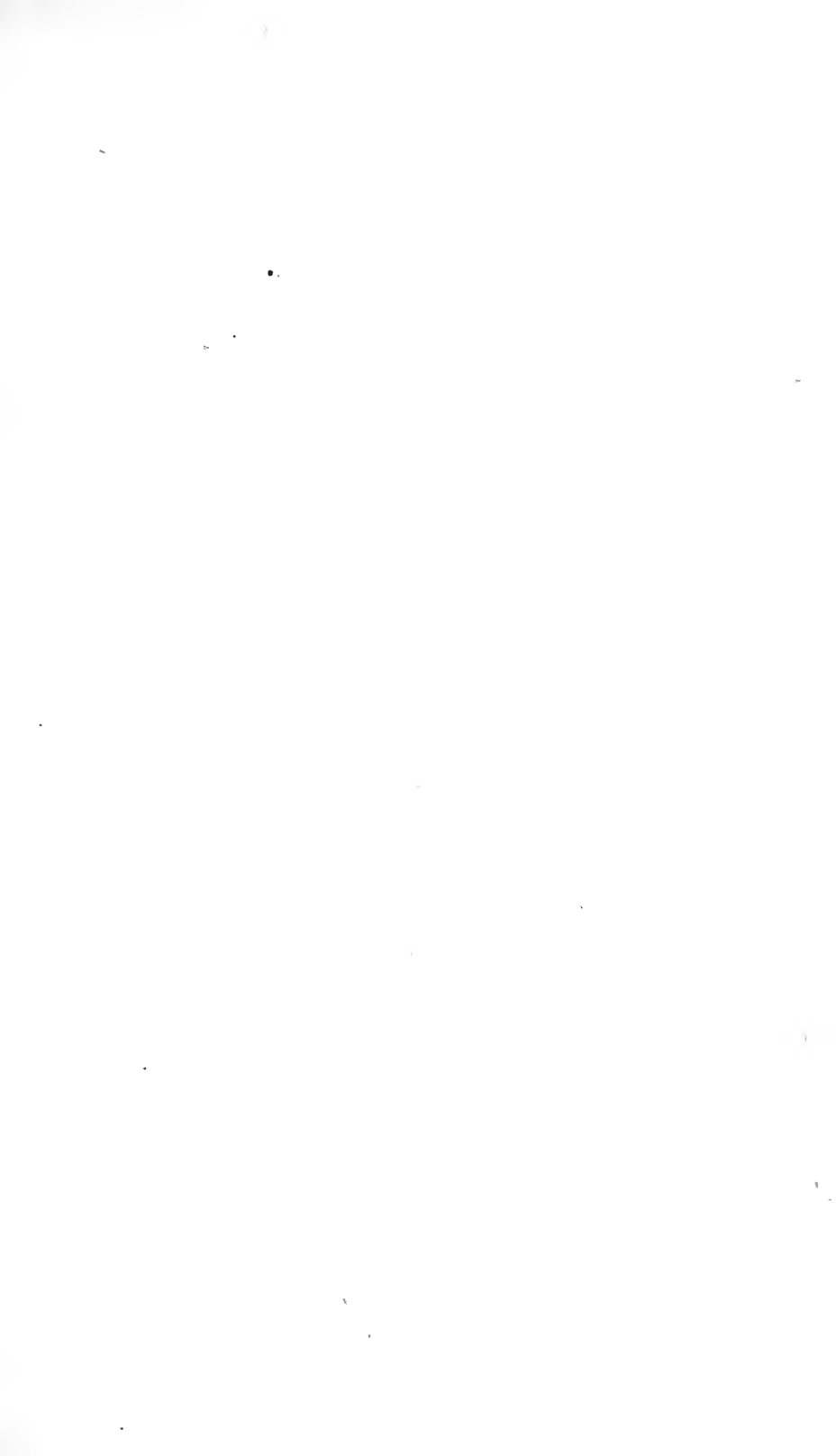
Suspense Account has been reduced during the year, by the following payment :	
Balance of loss on shop at Nashua, burnt,	\$2,198 28
	\$5,451 70

ACCIDENTS.

June 20, 1860.—J. B. Eaton, brakeman on the Nashua freight train, caught his foot between the rails while coupling, and was run upon by the train, receiving fatal injuries.

August 19, 1860.—Mr. Dewey, freight conductor from Vermont Central Railroad, was thrown from his train by coming in contact with a bridge in Tyngsboro', and received fatal injuries.

F. B. CROWNINSHIELD,	}	Directors of the Nashua & Lowell Railroad Company.
D. S. RICHARDSON,		
EDWARD SPALDING,		
ON SLOW STEARNS,		
HENRY SIGOURNEY,		



Twenty-Second

ANNUAL REPORT

OF THE

New Bedford and Taunton Railroad

COMPANY.



TAUNTON:

HACK'S BOOK AND JOB PRESS, 7 UNION BLOCK.

1860.

Twenty-second Annual Report

OF THE

N. BEDFORD & TAUNTON RAIL-ROAD COMPANY.

Report of the New Bedford and Taunton Railroad, for the year ending November 30, 1860. General Statutes, chap. 63, sections 132 to 135.

Capital Stock,		\$500,000 00
Increase of Capital since last Report		
Capital paid in per last report,	\$500,000 00	
Capital paid in since last report,		
Total amount of Capital Stock paid in,		500,000 00
Number of shares of Capital Stock issued,	5000	
Funded debt, per last report,		
Funded debt paid, since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,	19,800 00	
Floating debt paid since last report,	1,200 00	
Floating debt, increase of, since last report,		
Total present amount of floating debt,		18,600 00
Maximum amount of debts during the year,	30,600 00	
Average rate of interest per annum, paid during the year,	6 per cent.	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	158,108 01	
For graduation and masonry, paid during the past year,		
Total amount expended for graduation and masonry,		158,108 01
For wooden bridges, per last report,	5,013 85	
For wooden bridges, paid during the past year,		
Total amount expended for wooden bridges,		5,013 85
Total amount expended for iron bridges, (if any,)		
For superstructure, including iron, per last report,	149,548 00	
For superstructure, including iron, paid during the past year,		

Total amount expended for superstructure, including iron,		149,548 00
For stations, buildings, and fixtures, per last report,	55,348 71	
For stations, buildings, and fixtures, paid during the past year,	2,400 44	
Total amount expended for stations, buildings and fixtures,		57,749 15
For land, land damages, and fences, per last report,	91,185 31	
For land, land damages, and fences, paid during the past year,	1,236 28	
Total amount expended for land, land damages, and fences,		92,421 59
For locomotives, per last report,	17,782 27	
For locomotives, depreciation of, during the past year,	775 81	
Total amount expended for locomotives,		17,006 46
For passenger and baggage cars per last report,	17,354 83	
For passenger and baggage cars, depreciation of during the past year,	2,193 55	
Total amount expended for passenger and baggage cars,		15,161 28
For merchandise cars per last report,	17,507 50	
For merchandise cars paid during the past year, increased value, per valuation,	917 50	
Total amount expended for merchandise cars,		18,425 00
For engineering per last report,	15,693 97	
For engineering paid during the past year,		15,693 97
Total amount expended for engineering,		
For agencies and other expenses per last report,	19,944 73	
For agencies and other expenses paid during the past year,		
Total amount expended for agencies and other expenses,		19,944 73
Total cost of road and equipment,		549,072 04
Amount of assets of property held by the corporation in addition to the cost of the road,		18,323 87

CHARACTERISTICS OF THE ROAD.

Length of road,	20 13-100 miles.
Length of single main track,	20 13-100 miles.
Length of double main track,	
Length of branches owned by the Company, stating whether they have a single or double track,	7,731 feet; single track.
Aggregate length of sidings and other tracks, excepting main tracks and branches,	5,647 feet.
Weight of rail per yard, in main road,	50 lbs.
Weight of rail per yard, in branch roads,	56 lbs.
Maximum grade, with its length, in main road,	40 ft. per m. for 1½ miles.
Maximum grade, with its length, in branch roads,	65 ft. per mile; 600 ft.
Total rise and fall in main road,	361 feet.
Total rise and fall in branch roads,	20 feet
Shortest radius of curvature, with length of curve, in main road,	1906 feet in 1100 feet.
Shortest radius of curvature, with length of curve in branch roads,	250 feet in 300 feet.
Total degrees of curvature, in main road,	160 degrees.

Total degrees of curvature in branch roads,	87 deg. 45 min.
Total length of straight line in main road,	17 $\frac{3}{4}$ miles.
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges,	281 feet.
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	13,995 feet.
Number of public ways crossed at grade,	19.
Number of railroads crossed at grade,	1.
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	1.
Flag stations,	6.
Whole number of way stations,	1.
Whole number of flag stations,	6.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	35,460	
Miles run by freight trains	13,615	
Miles run by other trains,	166	
Total miles run, [See note at end of report.]		49,241
Number of passengers carried in the cars,	118,217	
Number of passengers carried one mile,	1,595,522	
Number of tons of merchandise carried in the cars,	45,746 tons, 309 lbs.	
Number of tons of merchandise carried one mile,	468,521 " 283 "	
Number of passengers carried one mile to and from other roads,	1,221,082	
Number of tons carried one mile to and from other roads,	383,344 tons, 1,112 lbs	
Rate of speed adopted for express passenger trains, including stops,		
Average rate of speed actually attained by express passenger trains, including stops and detentions,		
Rate of speed adopted for accommodation trains,	24 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	24 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions,		
Average rate of speed adopted for freight trains, including stops and detentions,	15 miles per hour.	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,		
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewal of iron,	10,094 03
For repairs of wooden bridges,	
For wages of switchmen, average per month, \$37.50	} 2,339 55
For wages of gate-keepers, average per month, \$12.50	
For wages of signal men, average per month, \$6.00	
For wages of watchmen, average per month, \$40.00	

Number of men employed, exclusive of those engaged in construction,	121	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,		
For repairs of fences, gates, houses for signal-men, gate keepers, switchmen, tool-houses,		
Total for maintenance of way,		<u>\$12,433 58</u>

MOTIVE POWER AND CARS.

For repairs of locomotives,	7,118 17	
For new locomotives, to cover depreciation,		
For repairs of passenger cars,	4,100 31	
For new passenger cars to cover depreciation,		
For repairs of merchandise cars,	2,896 91	
For new merchandise cars to cover depreciation,		
For repairs of gravel and other cars,		
Total for maintenance of motive power and cars		<u>14,115 39</u>
Number of engines,	7	
Number of passenger cars,	16	
Number of baggage cars,	6	
Number of merchandise cars,	145	
Number of gravel cars,		

MISCELLANEOUS.

For fuel used by engines during the year, viz:—		
Wood and Coal, cost of the same,	7,992 28	}
For Stations, Cars, Machine shop, &c.,	1,557 03	
For oil used by cars, engines and shops,		}
For waste and other material for cleaning,	1,945 27	
For salaries, wages, and incidental expenses, chargeable to passenger department,	8,462 46	
For salaries, wages and incidental expenses, chargeable to freight department,	7,590 19	
For gratuities and damages,	403 09	
For taxes and insurance,	731 46	
For ferries,		
For repairs of station buildings, aqueducts, fixtures, and furniture,	273 94	
For renewals of iron, including laying down,		
For new iron laid down during the year, deducting the value of old rail taken up,		
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, Taunton Branch Rail Road Co.,	45,628 88	
For amount paid other companies, as rent for use of their roads, specifying each company,		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices and all other expenses not included in any of the foregoing items,	4,756 00	
Total Miscellaneous,		<u>79,340 60</u>
Total expenditures for working the road,		105,889 57
Total amount of interest paid during the year,	1,487 24	

INCOME DURING THE YEAR.

Received from Taunton Branch Rail Road Co., under agreement with them,	724 02	
<i>For Passengers</i> :—		
1. On main road, including branches owned by company,	12,169 40	
2. To and from other roads, specifying what,		
Old Colony and Fall River, Taunton Branch, and Middleboro' and Taunton,	72,674 47	
<i>For Freight</i> :—		
1. On main road and branches owned by company,	6,857 79	
2. To and from other connecting roads,	41,741 53	
U. S. Mails,	2,398 80	
Rents and Interest,	1,013 45	
Total income,		137,579 46
Net earnings after deducting expenses,		<u>30,202 65</u>

DIVIDENDS.

5 Per cent. Total		25,000 00
Surplus not divided,	5,202 65	
Less for depreciation of Engines and Cars,	<u>2,051 86</u>	
		3,150 79
Surplus last year,	34,951 73	
Total surplus,		38,102 52

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz:—

Roads and bridges,	
Buildings,	
Engines and cars,	

MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last report,	
Mortgage debt, paid since last report,	
Increase of mortgage debt, since last report,	
Present amount of mortgage debt,	
Number of mortgages on road and franchise, or any property of the Corporation,	

BRISTOL ss. *New Bedford, Dec. 21, 1860.* Then personally appeared Joseph Grinnell, Ward M. Parker, T. Mandell, Charles L. Wood, D. R. Greene and T. S. Hathaway, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOSEPH S. TILLINGHAST, Justice of the Peace.

The Cars and Engines are owned by the Corporation, in common with the Taunton Branch Rail Road Corporation, and the two roads are operated at their joint expense.

In addition to the number of miles run on this road, the Passenger Cars belonging jointly to this Corporation and the Taunton Branch Rail Road have run on the Boston and Providence Rail Road, 38,864 miles, of the expense of which this Corporation has paid 20-31 parts; and the Freight Cars belonging jointly to this Corporation and the Taunton Branch Rail Road have run on the Boston and Providence Rail Road 29,948 miles, of the expense of which this Corporation has paid 43 per cent.

JOSEPH GRINNELL,
WARD M. PARKER,
T. MANDELL,
CHARLES L. WOOD,
D. R. GREENE,
T. S. HATHAWAY,

} Directors of the
Railroad Corporation.

THIRTEENTH ANNUAL REPORT

OF THE

NEWBURYPORT RAILROAD COMPANY.

Return of the Newburyport Railroad Corporation for the year ending November 30, 1860.

Capital Stock.....	\$420,000	
Number of shares of capital stock issued.....	1807	
Increase of capital, since last Report.....	No increase.	
Capital paid in, per last Report...	220,240 02	
Capital paid in, since last Report.....	Nothing.	
Total amount of capital stock paid in..		220,240 02
Funded debt, per last Report	221,600 00	
Funded debt, paid since last Report.....	Nothing.	
Funded debt, increase of, since last Report.....	No increase.	
Total present amount of funded debt.....		221,600 00
Floating debt, per last report.....	211,693 80	
Floating debt, paid since last Report.....	2,163 95	
Floating debt, increase of, since last report.....	No increase.	
Total present amount of floating debt.....		209,529 85
Total present amount of floating and funded debt...		431,129 85
Average rate of interest per annum, paid during the year		
Maximum amount of debts during the year.....		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report.....	197,653 98	
For graduation and masonry, paid during the past year	Nothing.	
Total amount expended for graduation and masonry		197,653 98
For wooden bridges, per last Report.....	}	Included above.
For wooden bridges, paid during the past year.....		
Total amount expended for wooden bridges.....		
Total amount expended for iron bridges, (if any)...		
For superstructure, including iron, per last Report.	179,473 59	
For superstructure, including iron, during the past year sold iron to B. & M. RR.....	3,408 57	
Total amount expended for superstructure, including iron		176,065 02
For stations, buildings and fixtures, per last Report.	24,482 29	
For stations, buildings and fixtures, paid during the past year.....	7,219 27	
Total am't expended for stations, buildings & fixtures		31,701 57
For land, land-damages and fences, per last report.	79,085 01	
For land, land-damages and fences, paid during the past year.....	6,820 60	
Total amount expended for land, land damages and fences.....		85,905 61
For locomotives, per last Report.....	}	Sold to Boston & Maine Railroad, under arrangement of Lease of Road.
For locomotives, paid during the past year		
Total amount expended for locomotives.....		
For passenger and baggage cars, per last report....	}	Sold to Boston & Maine Railroad, under arrangement of Lease of Road.
For passenger and baggage cars, paid during the past year.....		
Total am't expended for passenger and baggage cars,		
For merchandize cars, per last Report.....	13,205 32	
For merchandize cars, paid during the past year....	Nothing.	
Total amount expended for merchandize cars.....		13,205 32
For engineering, per last Report.....	13,205 32	
For engineering, paid during the past year.....	Nothing.	
Total amount expended for engineering.....		13,205 32
For agencies and other expenses, per last Report...	91,372 40	

For agencies and other expenses paid during the past year.....	304 15	
Total am't expended for agencies and other expenses		91,676 55
Total cost of road.....		596,208 04
Amount of assets or property held by the corporation in addition to the cost of the road.....		

CHARACTERISTICS OF ROAD.

Length of road.....	26 miles, 5,168 ft.	
Length of single main track.....	26 miles, 5,168 ft.	
Length of double main track.....	None.	
Length of branches owned by the company, stating whether they have a single or double track.....	None.	
Aggregate length of sidings, and other tracks, excepting main tracks and branches.....	12,646 ft.	
Weight of rail per yard, in main road.....	50 lbs.	
Weight of rail per yard, in branch roads, (specify the different weights per yard.....)	None.	
Maximum grade, with its length, in main road....	55 ft. for 3000 ft.	
Maximum grade, with its length, in branch roads...	None.	
Total rise and fall in main road.....	430 ft.	
Total rise and fall in branch roads.....	None.	
Shortest radius of curvature, with length of curve, in main road.....	695 ft. curv. length 1100 ft.	
Shortest radius of curvature, with length of curve, in branch roads.....	None.	
Total degrees of curvature, in main road.....	790°	
Total degrees of curvature, in branch roads.....	None.	
Total length of straight line, in main road.....	20 miles, 1172 ft.	
Total length of straight line, in branches.....	None.	
Aggregate length of wooden truss bridges.....	None.	
Aggregate length of all other wooden bridges.....	415 ft.	
Aggregate length of iron bridges.....	None.	
Whole length of road unfenced on both sides.....	All fenced.	
Number of public ways crossed at grade.....	33	
Number of railroads crossed at grade.....	1	
Remarks.....		
Way stations for express trains.....	11	
Way stations for accommodation trains.....	11	" "
Flag stations.....	11	" "
Whole number of way stations.....		" "
Whole number of flag stations.....		" "

DOINGS DURING THE YEAR.

The Doings of the road are made up from Dec. 1, 1859 to March 21, 1860, from which time the road has been operated by the Boston & Me. Railroad, under lease.

Miles run by passenger trains.....	
Miles run by freight trains.....	
Miles run by other trains.....	
Total miles run.....	
Number of passengers carried in the cars.....	
Number of passengers carried one mile.....	
Number of tons of merchandise carried in the cars....	
Number of tons of merchandise carried one mile....	
Number of passengers carried one mile, to and from other roads.....	
Number of tons carried one mile, to and from other roads.....	
Rate of speed adopted for express passenger trains, including stops.....	
Average rate of speed actually attained by express passenger trains, including stops and detentions..	

Rate of speed adopted for accommodation trains....	..	...
Rate of speed actually attained by accommodation trains, including stops and detentions.....		
Average rate of speed actually attained by special trains, including stops and detentions.....		
Average rate of speed adopted for freight trains, including stops.....		
Estimated weight in tons of passenger cars (not including passengers) hauled one mile.....		
Estimated weight in tons of merchandise cars (not including freight) hauled one mile.....		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron.....	2,223 24	
For repairs of wooden bridges.....		
For wages of switchmen, average per month \$....		} Total }
For wages of gate-keepers, average per month, \$....		
For wages of signal-men, average per month, \$....		
For wages of watchmen, average per month, \$....		
Number of men employed, exclusive of those engaged in construction.....		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used.		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses.....		
Total of maintenance of way.....		2,223 24

MOTIVE POWER AND CARS.

For repairs of locomotives.....	} 2,533 47	
For new locomotives, to cover depreciation.....		
For repairs of passenger cars.....		
For new passenger cars, to cover depreciation....		
For repairs of merchandise cars.....		
For new merchandise cars, to cover depreciation....		
For repairs of gravel and other cars.....		
Total for maintenance of motive power and cars..		2,533 47
Number of engines.....		
Number of passenger cars.....		
Number of baggage cars.....		
Number of merchandise cars.....		
Number of gravel cars.....		

MISCELLANEOUS.

For fuel used by engines during the year, viz :		
Wood, number of cords, .. Cost of the same.		
Coal, number of tons, (reckoning 2,240 lbs. to the ton), .. Cost of same.....	888 94	
For oil used by cars and engines.....	202 45	
For waste and other material for cleaning.....	89 56	
For salaries, wages and incidental expenses, chargeable to passenger department.....	} 8,089 01	
For salaries, wages, and incidental expenses, chargeable to freight department.....		
For gratuities and damages.....		
For taxes and insurance.....		
For ferries.....		

For repairs of station buildings, aqueducts, fixtures, furniture.....	}	Included above.	
For renewals of iron, including laying down.....			
For new iron laid down, deducting the value of old iron taken up.....			
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company.....			
For amount paid other companies, as rent for the use of their roads, specifying each company.....			
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in the foregoing items.....			
Total miscellaneous.....			9,269 96
Total expenditures for working the road.....			14,026 67
Total amount of interest paid during the year.....			970 34

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned by company.....	10,419 17
2. To and from other roads, specifying what... ..	

For Freight :—

1. On main road and branches owned by company.....	6,158 85
2. To and from other connecting roads.....	
U. S. Mails.....	
Rents, Express	85 04
Total income.....	16,663 06
Net earnings after deducting expenses.....	2,636 39

DIVIDENDS.

— per cent. Total.....
Surplus not divided.....
Surplus last year.....
Total surplus.....

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz :

Of roads and bridges.....
Buildings.....
Engine and cars.....

MORTGAGE DEBTS.

Amount of debt secured by mortgage of road and franchise, or any property of the corporation, per last report.....	}	The Funded Debt is Bonds secured by Mortgage.
Mortgage debt paid since last report.....		
Increase of mortgage debt since last report.....		
Present amount of mortgage debt.....		
Number of mortgages on road and franchise, or any property of the corporation.....		

GEORGE J. TENNEY,
SAMUEL LITTLE,
TAPPAN PEARSON,
FRANKLIN BRICKETT,
W. N. CLEAVELAND,
EDWARD KIMBALL,

Directors of the Newburyport Railroad Corporation.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX, ss. *Newburyport*, Dec. 21, 1860. Then personally appeared George J. Tenney, Samuel Little, Tappan Pearson, Franklin Brickett, W. N. Cleaveland, and Edward Kimball, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,
E. F. STONE, *Justice of the Peace.*

R E P O R T

OF

T R U S T E E S

New-London, Willimantic and Palmer

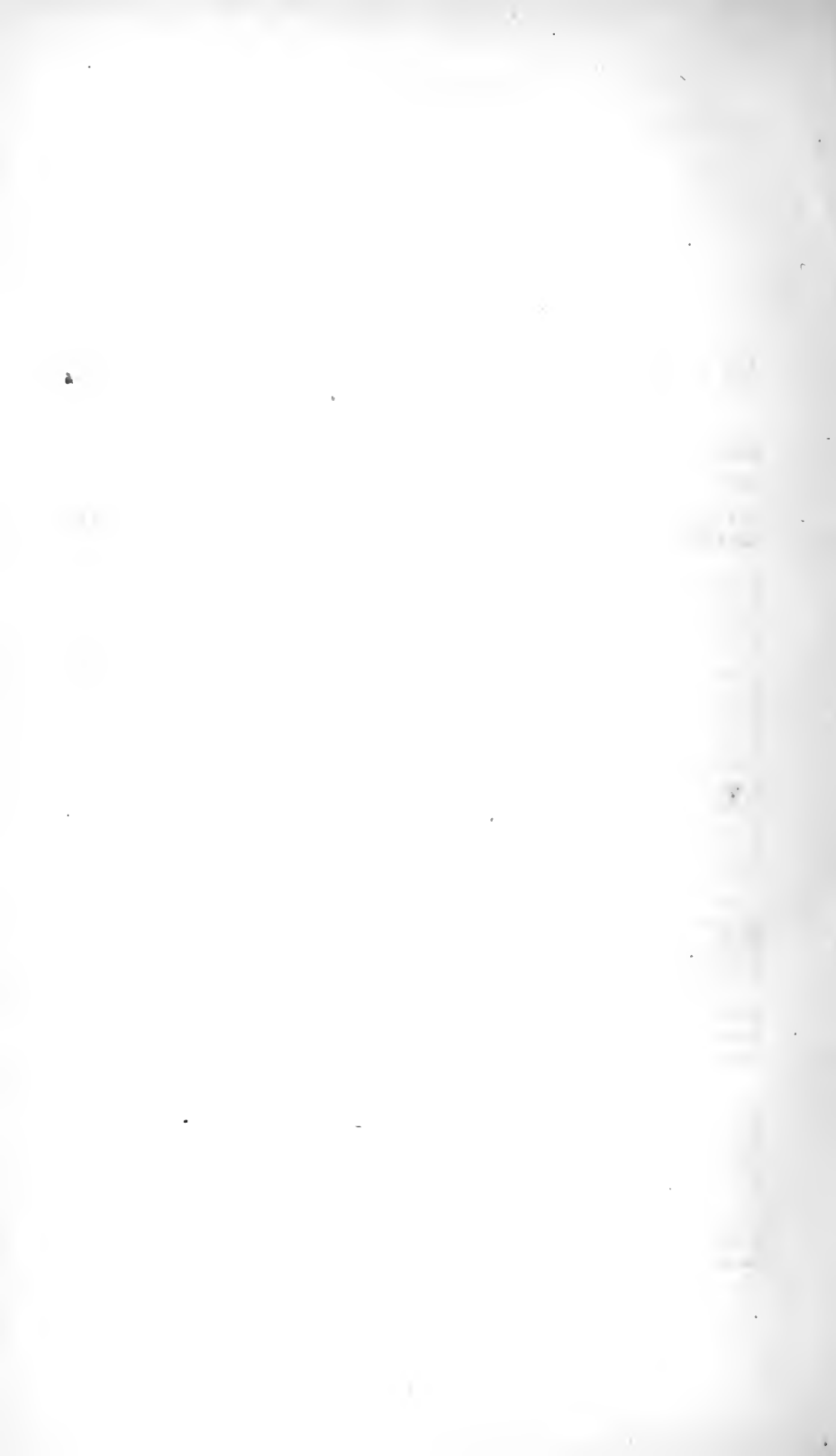
RAILROAD COMPANY.



NEW-LONDON :

STARR & FARNHAM, PRINTERS, COR. STATE & MAIN STS.

1860.



R E T U R N

OF THE

T R U S T E E S

OF THE NEW-LONDON, WILLIMANTIC AND PALMER R. R. CORPORATION.

Return of the Trustees New-London, Willimantic and Palmer Railroad Corporation, required by the Acts of Mass., Chap. 63, Sec. 132, 135.

Capital Stock	\$1,700,000 00	
Increase of capital, since last report,	—	—
Capital paid in, per last report,	510,900 00	
Capital paid in, since last report,	—	
Total amount of capital stock paid in,		\$510,900 00
Number of shares of capital stock issued,	5,109	
Funded debt, per last report,	1,052,100,00	
Funded debt, paid since last report,	—	—
Funded debt, increase of, since last report,	—	—
Total present amount of funded debt,		1,052,100 00
Floating debt, per last report,	—	—
Floating debt, paid since last report,	—	—
Floating debt, increase of, since last report,	—	—
Total present amount of floating debt,	—	—
Total present amount of funded and floating debt, ..		1,052,100 00
Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,	1,052,000 00	—
Mortgage debt, paid since last report,	—	—
Mortgage debt, increase of, since last report,	—	—
Total present amount of mortgage debt,		1,052,000 00
Number of mortgages on road and franchise, or any property of the corporation,	Four.	
Maximum amount of debts during the year,	—	—
Average rate of interest per annum, paid during the year,	No interest paid.	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	\$412,491 44	
For graduation and masonry, paid during past year	—	—
Total amount expended for graduation and masonry		\$412,491 44
For wooden bridges, per last report,	84,965 08	
For wooden bridges, paid during the past year,	—	—
Total amount expended for wooden bridges,		84,965 08
Total amount of iron bridges (if any),	—	—
For superstructure, including iron, per last report, ..	406,973 20	

For superstructure, including iron, paid during the past year, .. .. .	..	..
Total amount expended for superstructure, including iron,		\$406,973 20
For stations, buildings and fixtures, per last report,	\$88,221 80	
For stations, buildings and fixtures, paid during the past year, .. .. .	..	..
Total amount expended for stations, buildings and fixtures,		88,221 80
For land, land damages and fences, per last report,	199,362 98	
For land, land damages and fences, paid during the past year, .. .. .	..	..
Total amount expended for land, land damages and fences,		199,362 98
For locomotives, per last report,	115,583 74	
For locomotives, paid during the past year, .. .. .	..	..
Total amount expended for locomotives,		115,583 74
For passenger and baggage cars, per last report,		
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		58,574 87
For merchandise cars, per last report,		
For merchandise cars, paid during the past year,		
Total amount expended for merchandise cars,		
For engineering, per last report, .. .. .	..	..
For engineering, paid during the past year, .. .. .	..	..
Total amount expended for engineering,		
For agencies and other expenses, per last report,		
For agencies and other expenses, paid during the past year,		
Total amount expended for agencies and other expenses,		207,215 53
Total cost of road and equipment,		\$1,573,568 64
Amount of assets or property held by the corporation in addition to the cost of the road, .. .. .	..	..

CHARACTERISTICS OF ROAD.

Length of road, (9 miles in Mass.)	66 miles total.
Length of single main track .. .. .	.. ..
Length of double main track, .. .. .	.. ..
Length of branches owned by the Company, stating whether they have a single or double track, .. .. .	.. ..
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	About 5 miles.
Weight of rail, per yard, in main road,	56 lbs.
Weight of rail, per yard, in branch roads, .. .. .	.. ..
Specify the different weights, per yard, .. .. .	.. ..
Maximum grade, with its length, in main road,	66 feet.
Maximum grade, with its length, in branch roads, .. .. .	.. ..
Total rise and fall in main road,	1,085 feet.
Total rise and fall in branch roads, .. .. .	.. ..
Shortest radius of curvature, with length of curve, in main road,	293°—400 feet long.
Shortest radius of curvature, with length of curve, in branch roads, .. .. .	.. ..
Total degrees of curvature in main road, .. .. .	.. ..
Total degrees of curvature in branch roads, .. .. .	.. ..

Total length of straight line, in main road, .....	..	..
Total length of straight line in branches, .....	..	..
Aggregate length of wooden truss bridges, .....	..	..
Aggregate length of all other wooden bridges, .....	..	..
Aggregate length of iron bridges, .....	..	..
Whole length of road unfenced on both sides, .....	..	..
Number of public ways crossed at grade,	1	..
Number of railroads crossed at grade, .....	..	..
Remarks, .....	..	..
Way stations for express trains, .....	..	..
Way stations for accommodation trains,	10	..
Flag stations, .....	..	..
Whole number of way stations, .....	..	..
Whole number of flag stations,	7	..

DOINGS DURING THE YEAR.

Miles run by passenger trains,	107,395	..
Miles run by freight trains,	32,944	..
Miles run by other trains,	9,596	..
Total miles run,	149,935	..
Number of passengers carried in the cars,	130,294	..
Number of passengers carried one mile, .....	..	..
Number of tons of merchandise carried in the cars,	32,906	..
Number of tons of merchandise carried one mile, .....	..	..
Number of passengers carried one mile, to and from other roads, .....	..	..
Number of tons carried one mile, to and from other roads, .....	..	..
Rate of speed adopted for express passenger trains, including stops, .....	..	..
Average rate of speed actually attained by express passenger trains, including stops and detentions, .....	..	..
Rate of speed adopted for accommodation trains,	20 miles.	..
Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles.	..
Average rate of speed actually attained by special trains, including stops and detentions, .....	..	..
Average rate of speed adopted for freight trains, including stops and detentions,	12 miles.	..
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile, .....	..	..
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile, .....	..	..

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$26,097 31	..
For repairs of wooden bridges,	22,701 39	..
For wages of switchmen, average per month, \$30 00	..	..
For wages of gate-keepers, average per m'th, \$	..	..
For wages of signal-men, average per month, \$	..	..
For wages of watchmen, average per month, \$33 00	..	..
Number of men employed, exclusive of those engaged in construction,	100	..
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used, .....	..	..
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool houses, .....	..	..
Total for maintenance of way, .....	..	\$48,798 70

MOTIVE POWER AND CARS.

For repairs of locomotives	\$10,519 53	
For new locomotives, to cover depreciation .....	..	..
For repairs of passenger cars, and merchandise cars ..	..	..
For new passenger cars, to cover depreciation,....	4 000 00	
For repairs of merchandise cars	10,324 99	
For new merchandise cars, to cover depreciation,..	1,300 00	
For repairs of gravel and other cars.....	..	..
Total for maintenance of motive power and cars ..		\$26,144 52
Number of engines,	7	
Number of passenger cars.....	7	
Number of baggage cars,	4	
Number of merchandise cars.....	95	
Number of gravel cars.....	8	

MISCELLANEOUS.

For fuel used by engines during the year, viz:—		
Wood, number of cords,——. Cost of the same,	\$12,700 00	
Coal, number of tons, (reckoning 2,240 lbs, to the ton.) ——. Cost of coal,.....	..	..
For oil used by cars and engines, and waste.....	} 2,350 00	
For waste and other material for cleaning		
For salaries, wages and incidental expenses, chargeable to passenger department	} 20,551 00	
For salaries, wages and incidental expenses, chargeable to freight department.....		
For gratuities and damages.....	284 74	
For taxes and insurance.....	5,772 00	
For ferries, .....	..	..
For repairs of station buildings, aqueducts, fixtures, furniture	2,946 00	
For renewals of iron, including laying down,....	..	..
For new iron laid down, deducting the value of old rail taken up	12,200 00	
For amount paid other companies in tolls for passengers and freight carried on their roads, specifying each company.....	..	..
For amount paid other companies as rent for use of their roads, specifying each company.....	..	..
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items .....	..	..
Total miscellaneous.....		\$56,806 00
Total expenditures for working the road.....	..	..
Total amount of interest paid during the year ....	..	..

INCOME DURING THE YEAR.

For *Passengers*:—

1. On main road including branches owned by company	\$60,102 46	
2. To and from other roads, specifying what,....	..	..

For *Freight*:—

1. On main road and branches owned by company ..	61,688 36	
2. To and from other connecting roads .....	..	..
U. S. Mails and Express.....	5,000 00	
Rents	5,055 47	
Total income		\$131,846 29
Net earnings, after deducting expenses .....	..	..

DIVIDENDS.	
—per cent. Total.....	.....
Surplus not divided.....	.....
Surplus last year .....	.....
Total surplus .....	.....
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ —	
Road and bridges.....	.....
Building .....	.....
Engines and cars.....	.....

HENRY P. HAVEN, } Trustees of New London,
A. C. LIPPITT, } Willimantic & Palmer
W. C. FOWLER. } Railroad Corporation.

NEW-LONDON, Conn., ss. Dec. 28, 1860. Then personally appeared, Henry P. Haven, Andrew C. Lippitt and W. C. Fowler, Trustees of the New London, Willimantic and Palmer Railroad Corporation, and severally made oath to the foregoing statement by them subscribed. Before

W. C. CRUMP, *Justice of the Peace.*

NEW-LONDON, December 28th, 1860.

The New London Northern Railroad Company, chartered by the Legislature of the State of Massachusetts, in the year 1860, was duly organized by the choice of Directors and officers at the town of Palmer, in said state, on Tuesday, the 30th day of October, 1860.

The said Railroad Company has not yet been united with the New-London Northern Railroad Company chartered by the State of Connecticut, and the New London Northern Railroad Company have not received from the Trustees of the New London, Willimantic & Palmer Railroad Company possession of said Railroad for the purpose of running the same, and have not received any earnings there from, or made any expenditures on account of said Northern Railroad Company to this date.

Therefore, the said Northern Railroad Company has at this time no detailed report to make to your honorable body.

In behalf of said corporation,

RICHARD H. CHAPELL, *Secretary.*

STATE OF CONNECTICUT. }

NEW-LONDON COUNTY, ss. }

New-London, Dec. 28th, 1860.

Personally appeared, Richard H. Chapell, signer of the foregoing instrument, and made oath to the truth of the same, before me,

PETER D. IRISH, *Justice of the Peace.*



FIFTH ANNUAL REPORT

OF THE

New York & Boston Railroad Corporation,

IN MASS.

Being for the Year ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

GENERAL STATUTES, Chap. 63, Sections 132 to 135.

Capital stock (Charles River and Charles River Branch R. R.), - - -	600,000	
Number of shares of capital stock issued,	2,505	
Increase of capital, since last Report, -		
Capital paid in, per last Report, - -	223,176 02	
Capital paid in, since last Report, -	56,642 13	
Total amount of capital stock paid in,		279,818 15
Funded debt, per last report (including \$500,000 issued, but not used), -	675,000	
Funded debt, paid since last report (the \$500,000 mortgage cancelled), - -	500,000	
Funded debt, increase of, since last Report,	22,513 24	
Total present amount of funded debt,		197,513 24
Floating debt, per last Report (exclusive of notes), - - - - -	2,853	
Floating debt, paid since last Report, -	11,126 40	
Floating debt, increase of, since last Report,		
Total present amount of floating debt (including notes), - - -		111,691 15
Total present amount of funded and floating debt, - - - -	309,204 39	
Average rate of interest per annum, paid during the year, - - - -		
Maximum amount of debts during the year,		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report,	221,242 48	
For graduation and masonry, paid during the past year, - - - -		
Total amount expended for graduation and masonry, - - - -		

For wooden bridges, per last Report, -	5,571 80	
For wooden bridges, paid during the past yr.		
Total am't expended for wooden bridges		
Total amount expended for iron bridges		
For superstructure, including iron, per last Report, - - - - -	50,260 79	
For superstructure, including iron, paid during the last year, - - - - -	745 82	
Total amount expended for superstructure, including iron, - - - - -		51,006 61
For stations, buildings and fixtures, per last Report, - - - - -	7,725 25	
For stations, buildings and fixtures, paid during the past year, - - - - -		
Total am't expended for stations, buildings and fixtures, - - - - -		7,725 25
For land, land-damages and fences, per last Report, - - - - -	45,702 37	
For land, land-damages and fences, paid during the past year, - - - - -	15,718 76	
Total amount expended for land, land-damages and fences, - - - - -		61,421 13
For locomotives, per last Report, -		
For locomotives, paid during the past year, -	2,250	
Total amount expended for locomotives, -		2,250
For passenger and baggage cars, per last Report, - - - - -		
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		
For merchandise cars, per last Report, -		
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		
For engineering, per last Report, - -	17,053 87	
For engineering, paid during the past year, -	4,694 38	
Total amount expended for engineering, -		21,748 25
For agencies and other expenses, per last Report, - - - - -		
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		
Total cost of road and equipment,		
Amount of assets or property held by the corporation, in addition to the cost of the road, - - - - -		

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	32 miles
Length of single main track, - -	8 ⁶ / ₁₀ finished.
Length of double main track, - -	23 ⁴ / ₁₀ being graded.
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main tracks and branches, -	
Weight of rail, per yard, in main road,	50 lbs.
Weight of rail, per yard, in branch roads (specify the different weights per yard),	
Maximum grade, with its length, in main road, - - - - -	59 ² / ₁₀ feet 8300 feet.
Maximum grade, with its length, in branch roads, - - - - -	
Total rise and fall in main road, - -	564 ⁷ / ₁₀ rise, 265 fall.
Total rise and fall in branch roads, -	
Shortest radius of curvature, with length of curve, in main road, - - - - -	991 feet for 1350 feet.
Shortest radius of curvature, with length of curve, in branch roads, - - - - -	
Total degrees of curvature, in main road,	782° 13'
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	23 miles.
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	82 feet.
Aggregate length of all other wooden bridges, - - - - -	188 feet.
Aggregate length of iron bridges, -	none [ished.
Whole length of road unfenced on both sides,	none so far as road is fin-
Number of public ways crossed at grade (on finished part), - - - - -	9
Number of railroads crossed at grade, -	none
Remarks, - - - - -	
Way stations, for express trains, - -	none
Way stations, for accommodation trains,	7
Flag stations, - - - - -	6
Whole number of way stations, including Branches, - - - - -	7
Whole number of flag stations, - -	6

DOINGS DURING THE YEAR.

Miles run by passenger trains, - -	23,612
Miles run by freight trains, - - -	816
Miles run by other trains, - - -	
Total miles run, - - - - -	24,428

Number of passengers carried in the cars,	137,348
Number of passengers carried one mile,	717,952
Number of tons merch'dise carried in cars,	
Number of tons of merchandise carried 1 m.	
Number of passengers carried one mile, to and from other roads, - - -	700,216
Number of tons carried one mile, to and from other roads, - - - - -	
Rate of speed adopted for express passen- ger trains, including stops, - -	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - - - -	
Rate of speed adopted for accom. trains,	17 miles per hour.
Rate of speed actually attained by accommo. trains, including stops and detentions,	17 " " "
Average rate of speed actually attained by special trains, incl. stops and detentions,	
Average rate of speed adopted for freight trains, including stops and detentions,	
Estimated weight in tons of passenger cars (not including passengers), hauled 1 mile,	
Estimated weight in tons of merchandise cars (not including freight), hauled 1 m.	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way ex- clusive of wooden bridges, and renewals of iron (on part not used by Gravel Co.),	759 65	
For repairs of wooden bridges, - -	372 38	
For wages of switchmen, average per month, - - - - - \$		} Mainly included under motive power and cars.
For wages of gate-keepers, average per month, - - - - - \$		
For wages of signal-men, average per month, - - - - - \$		
For wages of watchmen, average per month, - - - - - \$		
Number of men employed, exclusive of those engaged in construction, - -		
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam power used), - - - -		
For repairs of fences, gates, houses for sig- nal-men, gate-keepers, switchmen, tool- houses, - - - - -		
Total for maintenance of way, - -		

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	
For new locomotives, to cover depreciation,	
For repairs of passenger cars, - - -	
For new pass. cars, to cover depreciation,	
For repairs of merchandise cars, - - -	
For new merchandise cars, to cover depreciation, - - - - -	
For repairs of gravel and other cars, -	
Total for maintenance of motive power and cars, - - - - -	
Number of engines, - - - - -	
Number of passenger cars, - - - - -	
Number of baggage cars, - - - - -	
Number of merchandise cars, - - - - -	
Number of gravel cars, - - - - -	

Goss & Munson's bill
for running trains
for the yr. \$11,699 20

MISCELLANEOUS.

For fuel used by engines, during the year, viz.—Wood, number of cords, -	
Cost of coal, - - - - -	
Coal, number of tons (reck'g 2,240 lbs. to the ton), -	
For oil, used by cars and engines, -	
For waste and other material for cleaning,	
For salaries, wages and incidental expenses, chargeable to passenger department,	
For salaries, wages and incidental expenses, chargeable to freight department, -	
For gratuities and damages, - - - - -	
For taxes and insurance, - - - - -	
For ferries, - - - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -	
For renewals of iron, including laying down,	
For new iron laid down, deducting the value of old iron taken up, - - - - -	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	

15 57

For amount paid other companies, as rent for use of their roads, specifying each company, - - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	4,937 37	
Total Miscellaneous, - - - - -		4,952 94
Total expenditures for working the road, - - - - -		17,784 17
Total amount of interest paid during the year, - - - - -	2,600 00	

INCOME DURING THE YEAR.

<i>For Passengers</i> :—	11,752 14	
1. On main road, including branches owned by company, - - - - -		
2. To and from other roads, specifying what, - - - - -		
<i>For Freight</i> :—	3,539 22	
1. On main road and branches owned by company, - - - - -		
2. To and from other connecting roads, - - - - -		
U. S. Mails, - - - - -	600	
Rents—(use of Road by Goss & Munson), - - - - -	6,000	
Total income, - - - - -		21,891 36
Net earnings, after deducting expenses, - - - - -		

DIVIDENDS.

per cent. Total, - - - - -	
Surplus not divided, - - - - -	
Surplus last year, - - - - -	
Total surplus, - - - - -	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz. :

Roads and bridges, - - - - -	
Building - - - - -	
Engines and cars, - - - - -	

MORTGAGE DEBTS.	
Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last Report, - - -	650,000
Mortgage debt, paid since last Report,	500,000
Mortgage debt, increase of, since last Rep't,	11,900
Total present amount of mortgage debt,	161,900
Number of mortgages on road and franchise, or any property of the Corporation, -	two

No fatal accident or serious injury to any person during the past year.

(Signed)

J. M. WOOD,	LYMAN A. COOK,
MARSHALL S. RICE,	HIRAM ALLEN,
WILLARD MARCY,	D. SAGE,
T. WILLIS PRATT,	

Directors N. Y. & Boston R. R. Corp.

COMMONWEALTH OF MASSACHUSETTS, }
Suffolk ss., Dec. 20, 1860. }

Then personally appeared John M. Wood, Marshall S. Rice, Willard Marcy, T. Willis Pratt, Lyman A. Cook, Hiram Allen and D. Sage, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

THOS. R. ROACH,
Justice of the Peace.

REPORT

OF THE TRUSTEES OF THE BONDHOLDERS OF THE

NORFOLK COUNTY RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,	-
Number of shares of capital stock issued,	-
Increase of capital, since last Report,	-
Capital paid in, per last Report,	-
Capital paid in, since last Report,	-
Total amount of capital stock paid in,	-
Funded debt, per last Report,	-
Funded debt, paid since last Report,	-
Funded debt, increase of, since last Report,	-
Total present amount of funded debt,	-
Floating debt, per last Report,	-
Floating debt, paid since last Report,	-
Floating debt, increase of, since last Report,	-
Total present amount of floating debt,	-
Total present amount of funded and floating debt,	-
Average rate of interest per annum, paid during the year,	-
Maximum amount of debts during the year,	-

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report,	-
For graduation and masonry, paid during the past year,	-
Total amount expended for graduation and masonry,	-
For wooden bridges, per last Report,	-
For wooden bridges, paid during the past year,	-
Total amount expended for wooden bridges,	-
Total amount expended for iron bridges, (if any,)	-
For superstructure, including iron, per last Report,	-
For superstructure, including iron, paid during the past year,	-
Total amount expended for superstructure, including iron,	-
For stations, buildings and fixtures, per last Report,	-
For stations, buildings and fixtures, paid during the past year,	-
Total amount expended for stations, buildings and fixtures,	-
For land, land-damages, and fences, per last Report,	-
For land, land-damages, and fences paid during the past year,	-
Total amount expended for land, land-damages and fences,	-
For locomotives, per last Report,	-
For locomotives, paid during the past year,	-
Total amount expended for locomotives,	-
For passenger and baggage cars, per last Report,	-
For passenger and baggage cars paid during the past year,	-
Total amount expended for passenger and baggage cars,	-
For merchandise cars, per last Report,	-
For merchandise cars, paid during the past year,	-
Total amount expended for merchandise cars,	-

\$195.00

These questions are not answered because the Trustees have not the means of answering them.

For engineering, per last Report,	-	-	-
For engineering, paid during the past year,	-	-	-
Total amount expended for engineering,	-	-	-
For agencies and other expenses, per last Report,	-	-	-
For agencies and other expenses, paid during the past year,	-	-	-
Total amount expended for agencies and other expenses,	-	-	-
Total cost of road and equipment,	-	-	-
Amount of assets or property held by the Corporation in addition to the cost of the road,	-	-	-

CHARACTERISTICS OF ROAD.

Length of road,	-	-	-	26 miles.
Length of single main track,	-	-	-	
Length of double main track,	-	-	-	
Length of branches owned by the Company, stating whether they have a single or double track,	-	-	-	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	-	-	-	
Weight of rail, per yard, in main road,	-	-	-	
Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	-	-	-	
Maximum grade, with its length, in main road,	-	-	-	
Maximum grade, with its length, in branch roads,	-	-	-	
Total rise and fall in main road,	-	-	-	
Total rise and fall in branch roads,	-	-	-	
Shortest radius of curvature, with length of curve, in main road,	-	-	-	
Shortest radius of curvature, with length of curve, in branch roads,	-	-	-	
Total degrees of curvature, in main road,	-	-	-	
Total degrees of curvature, in branch roads,	-	-	-	
Total length of straight line, in main road,	-	-	-	
Total length of straight line, in branches,	-	-	-	
Aggregate length of wooden truss bridges,	-	-	-	
Aggregate length of all other wooden bridges,	-	-	-	
Aggregate length of iron bridges,	-	-	-	
Whole length of road unfenced on both sides,	-	-	-	
Number of public ways crossed at grade,	-	-	-	
Number of railroads crossed at grade,	-	-	-	
Remarks,	-	-	-	
Way stations for express trains,	-	-	-	
Way stations for accommodation trains,	-	-	-	
Flag stations,	-	-	-	
Whole number of way stations,	-	-	-	
Whole number of flag stations,	-	-	-	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	-	-	-	28,928
Miles run by freight trains,	-	-	-	16,224
Miles run by other trains,	-	-	-	566
Total miles run,	-	-	-	47,718
Number of passengers carried in the cars,	-	-	-	134,068
Number of passengers carried one mile,	-	-	-	1,651,118
Number of tons of merchandise carried in the cars,	-	-	-	26,692
Number of tons of merchandise carried one mile,	-	-	-	434,402
Number of passengers carried one mile, to and from other roads,	-	-	-	1,326,034
Number of tons carried one mile, to and from other roads,	-	-	-	868,804
Rate of speed adopted for express passenger trains, including stops,	-	-	-	18 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	-	-	-	18 " "
Rate of speed adopted for accommodation trains,	-	-	-	18 " "
Rate of speed actually attained by accommodation trains, including stops and detentions,	-	-	-	18 " "

These questions are not answered because the Trustees have not the means of answering them.

Average rate of speed actually attained by special trains, including stops and detentions, - - -	
Average rate of speed adopted for freight trains, including stops, - - -	10 miles per hour.
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, - - -	1,220,320 tons.
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, - - -	868,804 tons.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, - - -	\$8,008.72
For repairs of wooden bridges, - - -	830.74
For wages of switchmen, average per month, \$30, - - -	} Total. 954.50
For wages of gate-keepers, average per month, \$30, - - -	
For wages of signal-men, average per month, \$30, - - -	
For wages of watchmen, average per month, \$30, - - -	
Number of men employed, exclusive of those engaged in construction, - - -	53 men.
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	None.
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - -	9,793.96

MOTIVE POWER AND CARS.

For repairs of locomotives, - - -	3,923.88
For new locomotives, to cover depreciation, - - -	None.
For repairs of passenger cars, - - -	874.08
For new passenger cars, to cover depreciation, - - -	None.
For repairs of merchandise cars, - - -	2,229.73
For new merchandise cars, to cover depreciation, - - -	600.00
For repairs of gravel and other cars, - - -	None.
Total for maintenance of motive power and cars, - - -	7,627.69
Number of engines, - - -	Three.
Number of passenger cars, - - -	Six.
Number of baggage cars, - - -	Two.
Number of merchandise cars, - - -	Fifty-six.
Number of gravel cars, - - -	Ten.

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	
Wood, number of cords, 110. Cost of the same, \$——, - - -	437.85
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 945. Cost of same, \$——, - - -	5,484.62
For oil used by cars and engines, - - -	761.35
For waste and other material for cleaning, - - -	139.90
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	4,304.38
For salaries, wages and incidental expenses, chargeable to freight department, - - -	4,629.20
For gratuities and damages, - - -	18.51
For taxes and insurance, - - -	111.00
For ferries, - - -	None.
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	59.28
For renewals of iron, including laying down, - - -	147.66
For land damage, - - -	195.00
For new iron laid down, deducting the value of old iron taken up, - - -	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, - - -	
For amount paid other companies, as rent for use of their roads, specifying each company, - - -	

For salaries of President, Treasurer, Superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -		8,555.69
Total miscellaneous, - - - - -		24,844.44
Total expenditures for working the road, - - -		42,266.09
Total amount of interest paid during the year, -	None.	
INCOME DURING THE YEAR.		
<i>For Passengers :</i>		
1. On main road, including branches owned by company,		37,560.10
2. To and from other roads, specifying what, -		
<i>For Freight :</i>		
1. On main road and branches owned by company, -		27,055.45
2. To and from other connecting roads, - - -		
U. S. Mails, - - - - -		2,000.00
Rents, [of express, and interest,]		3,170.00
Total income, - - - - -		69,785.55
Net earnings, after deducting expenses, - - -		27,519.46
DIVIDENDS.		
Per cent. Total, - - - - -		
Surplus not divided, - - - - -		
Surplus last year, - - - - -		
Total surplus, - - - - -		58,128.06
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Of road and bridges, - - - - -	None.	
Buildings, - - - - -	None.	
Engines and cars, - - - - -	None.	
MORTGAGE DEBTS.		
Amount of debts, secured by mortgage of road and fran- chise, or any property of the Corporation, per last Report, - - - - -		
Mortgage debt, paid since last Report, - - -		
Increase of mortgage debt, since last Report, -		
Present amount of mortgage debts, - - - - -		
Number of mortgages on road and franchise, or any property of the Corporation, - - - - -		

ISAAC DAVIS, J. W. CONVERSE, W. FARNUM,	}	<i>Trustees of the Bondholders of the Norfolk County Railroad.</i>
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COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *December 20, 1860.* Then personally appeared Isaac Davis, J. W. Converse, and Welcome Farnum, and severally made oath to the truth of the foregoing statement by them subscribed,

Before me,

EDWIN WRIGHT, *Justice of the Peace.*

TWENTY-FIFTH ANNUAL REPORT

OF THE

NORWICH & WORCESTER RAILROAD COMPANY,

To the Honorable the Legislature of the State of Massachusetts.

The Directors of the Norwich and Worcester Railroad Company, respectfully submit their Return and Report of their doings during the Year ending November 30, 1860, as required by law.

Capital Stock,		\$2,825,000.00
Number of shares of capital stock issued,	21,225	
Increase of capital since last Report,		
Capital paid in, per last Report,	2,122,500.00	
Capital paid in since last Report,		
Total amount of capital stock paid in,		2,122,500.00
Funded [and deferred] debt, per last Report,	714,998.55	
Funded debt, paid since last Report,	84,398.55	
Funded debt, increase of, since last Report,		
Total present amount of funded [and deferred] debt,	630,600.00	
Floating debt, per last Report,	14,079.06	
Floating debt, paid since last Report,		
Floating debt, increase of, since last Report,	11,906.96	
Total present amount of floating debt,	25,986.02	
Total present amount of funded [deferred] and floating debt,		656,586.02
Average rate of interest per annum, paid during the year,	6½ per cent.	
Maximum amount of debts during the year,		704,329.23

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report,		\$614,529.92
For graduation and masonry, paid during the past year,		
Total amount expended for graduation and masonry,		614,529.92
For wooden bridges, per last Report,	32,750.59	
For wooden bridges, paid during the past year,		
Total amount expended for wooden bridges,		32,750.59
Total amount expended for iron bridges, (if any),		
For superstructure, including iron, per last Report,	357,181.48	
For superstructure, including iron, paid during the past year,		
Total amount expended for superstructure, including iron,		357,181.48
For stations, buildings and fixtures, per last Report,	49,168.93	
For stations, buildings and fixtures, paid during the past year,		
Total amount expended for stations, buildings and fixtures,		49,168.93
For land, land-damages and fences, per last Report,	142,591.71	
For land, land-damages and fences, paid during the past year,		
Total amount expended for land, land-damages and fences,		142,591.71
For locomotives, per last Report,	75,540.44	
For locomotives, paid during the past year,		
Total amount expended for locomotives,		75,540.44

For passenger and baggage cars, per last Report,	31,524.88
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	31,524.88
For merchandise cars, per last Report,	42,646.25
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	42,646.25
For engineering, per last Report,	69,499.50½
For engineering, paid during the past year,	
Total amount expended for engineering,	69,499.50½
For agencies and other expenses, per last Report,	1,198,260.50½
For agencies and other expenses paid during the past year,	
Total amount expended for agencies and other expenses,	1,198,260.50½
Total cost of road and equipment,	2,613,694.21
Amount of assets or property held by the corporation in addition to the cost of the road,	165,827.15

CHARACTERISTICS OF ROAD.

Length of road,	59 4-10 miles.
Length of single main track,	59 4-10 miles.
Length of double main track,	1 8-10 miles.
Length of branches owned by the Company, stating whether they have a single or double track,	7 miles, single.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	6 7-10 miles.
Weight of rail per yard, in main road,	56 and 60 pounds.
Weight of rail per yard, in branch roads, (specify the different weights per yard,)	56 and 60 pounds.
Maximum grade, with its length, in main road,	32 feet for 13,265 feet.
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	815.74
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve, in main road,	} 1,910 feet for 3,639 feet } in Mass.
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature, in main road,	424° 30 m. in Mass.
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	12.8 miles in Mass.
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	1,309 feet.
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	74
Number of railroads crossed at grade,	} 2, Western, and Prov., } Hartford & Fishkill.
Remarks,	
Way stations for express trains,	3
Way stations for accommodation trains,	14
Flag stations,	4
Whole number of way stations,	17
Whole number of flag stations,	4

DOINGS DURING THE YEAR.

Miles run by passenger trains,	139,866 miles.
Miles run by freight trains,	94,361 "
[Miles run by express freight trains,]	53,536 "
Miles run by other trains,	4,247 "
Total miles run,	292,010 miles.
Number of passengers carried in the cars,	174,550
Number of passengers carried one mile,	3,480,410
Number of tons of merchandise carried in the cars,	125,952
Number of tons of merchandise carried one mile,	5,892,936
Number of passengers carried one mile, to and from other roads,	1,220,140
Number of tons carried one mile, to and from other roads,	

Rate of speed adopted for express passenger trains, including stops,	27 miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions.	27 " "
Rate of speed adopted for accommodation trains,	20 " "
Rate of speed actually attained by accommodation trains, including stops and detentions,	
Average rate of speed actually attained by special trains, including stops and detentions,	
Average rate of speed adopted for freight trains, including stops,	8½ miles per hour.
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	5,000,000
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	12,500,000
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$41,091.64
For repairs of wooden bridges,	2,097.88
For wages of switchmen, average per month, \$28	} Total.
For wages of gate-keepers, average per month, \$36	
For wages of signal-men, average per month, \$13	
For wages of watchmen, average per month, \$33	
Number of men employed, exclusive of those engaged in construction,	183 men.
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	253.56
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	64.96
Total for maintenance of way,	48,882.05
MOTIVE POWER AND CARS.	
For repairs of locomotives,	\$11,869.21
For new locomotives, to cover depreciation,	6,800.00
For repairs of passenger cars,	6,219.58
For new passenger cars, to cover depreciation,	
For repairs of merchandise cars,	11,325.65
For new merchandise cars, to cover depreciation,	5,121.29
For repairs of gravel and other cars,	1,006.16
Total for maintenance of motive power and cars,	42,341.89
Number of engines,	Fourteen.
Number of passenger cars,	Sixteen.
Number of baggage cars,	Three.
Number of merchandise cars,	} Two hundred & eighty-one.
Number of gravel cars,	Five.
MISCELLANEOUS.	
For fuel used by engines during the year, viz.: Wood, number of cords, ——. Cost of the same,	\$26,007.67
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) ——. Cost of same,	3,799.74
For oil used by cars and engines,	3,067.02
For waste and other material for cleaning,	492.06
For salaries, wages and incidental expenses, chargeable to passenger department,	16,392.22
For salaries, wages and incidental expenses, chargeable to freight department,	31,729.25
For gratuities and damages,	1,572.97
For taxes and insurance,	1,858.01
For ferries,	
For repairs of station buildings, aqueducts, fixtures, furniture,	4,137.82
For renewals of iron, including laying down,	2,594.70
For new iron laid down, deducting the value of old iron taken up,	

For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
For amount paid other companies, as rent for use of their roads, specifying each company,		
For salaries of President, Treasurer, Superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	16,481.11	
Total miscellaneous,		108,132.57
Total expenditures for working the road,		199,356.51
Total amount of interest paid during the year,		42,279.97
[Total expenses and Interest,]		241,636.48

INCOME DURING THE YEAR.

For Passengers :

1. On main road including branches owned by company,	\$89,341.45
2. To and from other roads, specifying what, [Boston & Worcester, Wor. & Nashua, Providence, Hartford & Fishkill, New London & Northern,]	32,472.87—121,814.32

For Freight :

1. On main road and branches owned by company,	161,086.19
2. To and from other connecting roads, [Boston & Worcester, Worcester & Nashua, Providence, Hartford & Fishkill, New London & Northern,]	61,429.86—222,516.05
U. S. Mails,	6,600.00
Rents, [\$1,075.50 ; other income, \$6,356.47.]	7,431.97— 14,031.97
Total income,	358,362.34
Net earnings, after deducting expenses, [and interest,]	116,725.86

DIVIDENDS.

per cent. Total,	
Surplus not divided,	
Surplus last year,	
Total surplus,	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Of road and bridges,	
Buildings,	
Engines and cars,	

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report,	710,600.00
Mortgage debt, paid since last Report,	80,000.00
Increase of mortgage debt since last Report,	
Present amount of mortgage debts,	630,600.00
Number of mortgages on road and franchise, or any property of the Corporation,	Five.

CASUALTIES.

1860.

May 26. First passenger train from Worcester ran against a child without serious injury.

June 26. Marcus Young, a Flagman at Worcester, jumped from a coal car at the head of the train and was killed by its passing over him.

July 18. Way freight train from Worcester ran against an old man without serious injury.

All of which is respectfully submitted, with the Report of the Commissioners of the Commonwealth of Massachusetts, and the State of Connecticut, as required by law.

<p>A. BREWSTER, JEDEDIAH HUNTINGTON, MOSES PIERCE, JNO. T. WAIT, J. N. PERKINS, CHARLES JOHNSON, FRANCIS H. DEWEY, ALEX. DEWITT,</p>	}	<p><i>Directors.</i></p>
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STATE OF CONNECTICUT, }
New London County, ss., December 22, 1860. }

Personally appeared, the above named, A. Brewster, Jedediah Huntington, Moses Pierce, and John T. Wait, and Charles Johnson, and made oath that the foregoing return, by them subscribed, is true to the best of their knowledge and belief.

Before me, LEVI H. GODDARD,
Justice of the Peace.

STATE OF NEW YORK, }
City and County of New York. }

On the 24th day of December, A. D. 1860, personally appeared before me, J. Newton Perkins, to me known, who being by me duly sworn, declared that the foregoing return by him signed, was true to the best of his knowledge and belief.

E. A. BENEDICT, *Notary Public.*

STATE OF MASSACHUSETTS, }
County of Worcester, December 26, 1860. }

Personally appeared the above named Francis H. Dewey, and made oath that the foregoing return by him subscribed, is true to the best of his knowledge and belief.

Before me, HARTLEY WILLIAMS,
Justice of the Peace.

STATE OF MASSACHUSETTS, }
County of Worcester, December 27, 1860. }

Personally appeared the above named Alexander DeWitt, and made oath that the foregoing return by him subscribed, is true to the best of his knowledge and belief.

JOHN W. WETHERELL, *Justice of the Peace.*

Twenty-Fifth Annual Report of the Commissioners of the States of Massachusetts and Connecticut.

The undersigned, having been called upon to examine the Accounts of the Norwich and Worcester Rail Road Company relative to the Expenditures of the Road, and to decide what portion of said expenditures are to be applied to the different sections of the road, report, that on the 26th day of December, A. D. 1860, we examined the accounts of said Company to the 30th of November, 1860, and found that there had been expended for the road in Connecticut to the 30th of November, 1860, the sum of

	\$1,840,597.60
That there had been expended in Massachusetts to the 30th of November, 1860, the sum of - - - - -	773,096.61
	<hr/>
Making the whole cost of the Road to the 30th of November, 1860,	\$2,613,694.21

They further report, that the accounts of the Expenditure on the Road in each State have been kept separate and distinct as required by the Charter; that the *Receipts* of the Company for twelve months ending November 30th, 1860, were

358,362.34

Expenditures were, for Repairs of Road, Cars, Locomotives, New Locomotives, Bridges, Station Houses, Fuel, Passenger and Freight expenses, &c., &c.,

	199,356.51
	<hr/>
	\$159,005.83
From which deduct Interest, - - - - -	42,279.97
	<hr/>
Leaving NET, after paying expenses and interest, - - -	\$116,725.86
Of which we have set down to Massachusetts, one-third, -	38,908.62
And to Connecticut, two-thirds, - - - - -	77,817.24
	<hr/>
	\$116,725.86

All of which is respectfully submitted.

CHAS. L. PUTNAM,

Commissioner for Massachusetts.

THOMAS ROBINSON,

Commissioner for Connecticut.

SEVENTH ANNUAL REPORT

OF THE

Old Colony and Fall River

RAILROAD COMPANY.

RETURN OF THE OLD COLONY AND FALL RIVER RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Required by Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168 and 240; and 1858, Chap. 46.

Capital stock, [authorized by charters], . . .		\$3,300,000 00
Number of shares of capital stock issued, . . .	30,151	
Increase of capital, since last report, . . .	—	—
Capital paid in, per last report, . . .	\$3,015,100 00	
Capital paid in, since last report, . . .	—	—
Total amount of capital stock paid in, . . .		3,015,100 00
Funded debt, per last report, . . .	134,500 00	
Funded debt, paid since last report, . . .	27,500 00	
Funded debt, increase of, since last report, . . .	—	—
Total present amount of funded debt, . . .		107,000 00
Floating debt, per last report, . . .	60,900 00	
Floating debt, paid since last report, . . .	—	—
Floating debt, increase of, since last report, . . .	15,600 00	
Total present amount of floating debt, . . .		76,500 00
Total present amount of funded and floating debt, . . .		183,500 00
Average rate of interest per annum, paid during the year, . . .		Nearly six per cent.
Maximum amount of debts during the year, . . .		197,500 00
COST OF ROAD AND EQUIPMENT.		
For cost of Abington Branch, per last report, . . .		129,098 87
For graduation and masonry, per last report, . . .	—	—
For graduation and masonry, paid during the past year, . . .	—	—
Total am't expended for graduation and masonry, . . .		491,340 12
For wooden bridges, per last report, . . .	—	—
For wooden bridges, paid during the past year, . . .	—	—
Total amount expended for wooden bridges, . . .		99,439 30
Total amount expended for iron bridges (if any,) . . .	—	—
For superstructure, including iron, per last report, . . .	—	—
For superstructure, including iron, paid during the past year, . . .	—	—
Total amount expended for superstructure, including iron, . . .		877,046 20
For stations, buildings and fixtures, per last report, . . .	—	—
For stations, buildings and fixtures, paid during the past year, (\$2,559 40 charged in expenses,) . . .	—	—
Total amount expended for stations, buildings and fixtures, excepting am't charged in expenses, . . .		295,564 67
For land, land-damages and fences, per last report, . . .	—	—
For land, land-damages and fences, paid during the past year, (\$321 84 charged in expenses,) . . .	—	—
Total amount expended for land, land-damages and fences, excepting am't charged in exp's, . . .		851,051 32

For locomotives, per last report,	—	—
For locomotives, paid during the past year,	—	—
Total amount expended for locomotives,		\$161,259 80
For passenger and baggage cars, per last report,	—	—
For passenger and baggage cars, paid during the past year, (\$4,716 58 charged in expenses,)	—	—
Total amount expended for passenger and baggage cars, excepting am't charged in expenses,		94,281 23
For merchandise cars, per last report,	—	—
For merchandise cars, paid during the past year, (20 new cars have been built at shop, charged in expenses.)	—	—
Total amount expended for merchandise cars, excepting amount charged in expenses,		78,962 14
For engineering, per last report,	—	—
For engineering, paid during past year,	—	—
Total amount expended for engineering,		353,366 26
For agencies and other expenses, per last report,	—	—
For agencies and other expenses, paid during the past year,	—	—
Total amount expended for agencies and other expenses,		2,754 90
Total cost of road and equipment,		\$3,434,164 81
Less charged off for deterioration,		71,216 21
		<u>\$3,362,948 60</u>

Amount of assets or property held by the corporation in addition to the cost of the road, (being the surplus earnings on hand after deducting the dividend to be paid in January,) \$701,697 22

CHARACTERISTICS OF ROAD.

Length of road,	79 1-2 miles.
Length of single main track,	79 1-2 miles.
Length of double main track,	11 1-2 miles.
Length of branches owned by the company, stating whether they have a single or double track,	7 3-4 miles, single track.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	15 miles.
Weight of rail, per yard, in main road,	54 to 60 lbs.
Weight of rail, per yard, in branch roads, (specifying the different weights per yard,)	50 to 56 lbs.
Maximum grade, with its length in main road,	44 85-100 for 400 feet.
Maximum grade, with its length in branch roads,	39 6-10 for 875 feet.
Total rise and fall in main road,	1,383 feet.
Total rise and fall in branch roads,	148 feet.
Shortest radius of curvature, with length of curve in main road,	520 feet for 450 feet.
Shortest radius of curvature, with length of curve in branch roads,	301 feet for 140 feet.
Total degrees of curvature in main road,	1,538°.
Total degrees of curvature in branch roads,	172°.
Total length of straight line in main road,	60 miles 2,550 feet.
Total length of straight line in branches,	5 miles 4,708 feet.
Aggregate length of wooden truss bridges,	284 feet.
Aggregate length of all other wooden bridges,	1,500 feet.
Aggregate length of iron bridges,	None.

Whole length of road unfenced on both sides, . . .	About four miles.
Number of public ways crossed at grade, . . .	94
Number of railroads crossed at grade, . . .	1
Remarks,	— —
Way stations for express trains,	3
Way stations for accommodation trains,	33
Flag stations,	11
Whole number of way stations,	33
Whole number of flag stations,	11

DOINGS DURING THE YEAR.

Miles run by passenger trains,	296,422	
Miles run by freight trains,	104,289	
Miles run by other trains,	12,306	
Total miles run,		413,017
Number of passengers carried in the cars,	1,122,279	
Number of passengers carried one mile,	16,430,160	
Number of tons of merchandise carried in the cars,	207,765	
Number of tons of merchandise carried one mile,	7,075,048	
Number of passengers carried one mile, to and from other roads,	6,902,041	
Number of tons carried one mile, to and from other roads,	1,801,129	
Rate of speed adopted for express passenger trains, including stops,	30 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	30 miles per hour.	
Rate of speed adopted for accommodation trains,	23 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	23 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions,	20 miles per hour.	
Average rate of speed adopted for freight trains, including stops,	12 miles per hour.	
Estimated weight in tons of passenger cars, (not including passengers), hauled one mile,	12,500,000	
Estimated weight in tons of merchandise cars, (not including freight), hauled one mile,	5,300,000	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$60,465 71	
For repairs of wooden bridges,	4,740 16	
For wages of switchmen, average per month, \$30	3,126 90	} Total,
For wages of gate-keepers, average per month, \$33	1,195 05	
For wages of signal-men, average per month, \$25	2,586 03	
For wages of watchmen, average per month, \$33	3,431 83	
Number of men employed, exclusive of those engaged in construction,	360	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)		
For repairs of fences, gates, houses for signalmen, gate-keepers, switchmen, tool-houses,	2,123 39	
Total for maintenance of way,		\$77,669 07

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$27,855 55	
For new locomotives, to cover depreciation,	—	—
For repairs of passenger cars,	13,905 52	
For new passenger cars, to cover depreciation,	4,716 58	
For repairs of merchandise cars, and construct- ing ditto,	13,873 25	
For new merchandise cars, to cover depreciation, [20 constructed in shop, charged to expenses,]	—	—
For repairs of gravel and other cars,	1,298 00	
Total for maintenance of motive power and cars,		61,648 90
Number of engines,	27	
Number of passenger cars,	48	
Number of baggage cars,	15	
Number of merchandise cars,	363, equal to 513 4 wheel cars.	
Number of gravel cars,	included in the above.	

MISCELLANEOUS.

For fuel used by engines during the year, viz : Wood, number of cords, 2,000. Cost of the same, [This includes 500 cords burnt at S. Braintree, and 100 cords warming cars,]	\$11,901 65	
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) [4,000 tons Cumberland, \$21,000 ; blacksmith's shop, 1,000 ; stations, 2,218 15.] Cost of same,	24,218 15	
For oil used by cars and engines,	7,047 04	
For waste and other material for cleaning,	1,199 14	
For salaries, wages and incidental expenses, chargeable to passenger department,	44,362 42	
For salaries, wages and incidental expenses, chargeable to freight department,	36,243 56	
For gratuities and damages,	2,646 29	
For taxes and insurance,	6,534 39	
For ferries,	—	—
For repairs of station buildings, aqueducts, fix- tures, furniture,	4,383 46	
For station buildings,	2,559 40	
For renewals of iron, including laying down,	33,786 70	
For new iron laid down, deducting the value of old iron taken up, (\$33,786 70,)	—	—
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	—	—
For amount paid other companies, as rent for use of their roads, specifying each company,	—	—
For re-locating road,	321 84	
For salaries of president, treasurer, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	10,467 70	
For U. S. Mails,	1,232 50	
Total Miscellaneous,		\$186,904 24
Total expenditures for working the road,		326,222 21

Total amount of interest paid during the year, on Bonded debt and Bills payable,	\$9,111 95
Amount chargeable to gratuities and damages for the year, paid since November 30th,	4,814 00

INCOME DURING THE YEAR.

\$340,148 16

For Passengers :—\$401,511 39—say,

1. On main road, including branches owned by company,	\$331,942 44
2. To and from other roads, specifying what :—Cape Cod and Fairhaven Branch, South Shore, Taunton and New Bedford, Middleboro' and Taunton, Dorchester and Milton Branch,	69,568 95

For Freight :—\$226,471 79,—say,

1. On main road and branches owned by company,	190,548 35
2. To and from other connecting roads :—Cape Cod and Fairhaven Branch, South Shore, Taunton and New Bedford, Middleboro' and Taunton, Dorchester and Milton Branch,	35,923 44
U. S. Mails,	10,750 00
Rents,	13,024 12
Running Dorchester and Milton trains,	3,673 00

Total income, 655,430 30

Net earnings, after deducting expenses, 315,282 14

DIVIDENDS.

6 per cent. Total,		180,906 00
Surplus not divided,	134,376 14	
Surplus last year,	567,321 08	
Total surplus,		701,697 22

ESTIMATED DEPRECIATION BEYOND THE RE-NEWALS, VIZ.:

Of road and bridges,	—	—
Buildings,	—	—
Engines and cars,	—	—

MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last report,	—	—
Mortgage debt, paid since last report,	—	—
Increase of mortgage debt since last report,	—	—
Present amount of mortgage debts,	—	—
Number of mortgages on road and franchise, or any property of the corporation,	—	—

ACCIDENTS.

May 1, 1860.—J. W. Brown, on morning train from Fall River to Boston, fell from the platform of a car while the train was running about twenty-five miles an hour, near South Quincy, and was instantly killed.

June 1. Thomas Poole, a brakeman on Fall River freight train, fell from a car, and was fatally injured.

July 18.—Edward Welsh was thrown from the top of a car on an excursion train by contact with a bridge in Braintree, and killed.

Oct. 26.—The rear car of the steamboat train was thrown from the track and capsized by the breaking of a rail near Assonet, and several passengers were injured.

ALEXANDER HOLMES,
RICHARD BORDEN,
JAMES H. BEAL,
WILLIAM J. WALKER,
F. B. CROWNINSHIELD,
C. C. GILBERT.

COMMONWEALTH OF MASSACHUSETTS.

PLYMOUTH, ss. *December 27, 1860.* Then personally appeared Alexander Holmes, Richard Borden, William J. Walker, and James H. Beal, and severally made oath to the truth of the foregoing statement, by them subscribed.

Before JOSEPH S. BEAL, *Justice of the Peace.*

SUFFOLK, ss. *December 28, 1860.* Then personally appeared F. B. Crowninshield, and made oath to the truth of the foregoing statement, by him subscribed, according to his best knowledge and belief.

Before J. GILES, *Justice of the Peace.*

SUFFOLK, ss. *Boston, December 28, 1860.* Then personally appeared C. C. Gilbert, and made oath to the truth of the foregoing statement, by him subscribed, according to his best knowledge and belief.

Before JAMES H. BEAL, *Justice of the Peace.*

REPORT

OF THE

Directors of the Peterborough & Shirley

RAILROAD CORPORATION,

FOR THE YEAR ENDING NOV. 30, 1860.

1875

1875

1875

1875

1875

REPORT OF THE DIRECTORS

OF THE

Peterborough and Shirley Railroad Corporation,

FOR THE YEAR ENDING NOV. 30, 1860.

Capital Stock,	\$275,000
Number of shares of capital stock issued,	2,643
Increase of capital, since last Report,	No increase.
Capital paid in, per last Report,	\$263,700
Capital paid in, since last Report,	600
Total amount of capital stock paid in,	\$264,300
Funded debt, per last Report,	None.
Funded debt, paid since last Report,	None.
Funded debt, increase of, since last Report,	None.
Total present amount of funded debt,	None.
Floating debt, per last Report,	None.
Floating debt, paid since last Report,	None.
Floating debt, increase of, since last Report,	None.
Total present amount of floating debt,	None.
Total present amount of funded and floating debt,	None.
Average rate of interest per annum, paid during the year,	None.
Maximum amount of debts during the year,	None.

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report,	} See next page.
For graduation and masonry, paid during the past year,	
Total amount expended for graduation and masonry,	
For wooden bridges, per last Report,	
For wooden bridges, paid during the past year,	

Total amount expended for wooden bridges,
 Total amount expended for iron bridges (if any),
 For superstructure, including iron, per last Report,
 For superstructure, including iron, paid during the
 past year,
 Total amount expended for superstructure, includ-
 ing iron,
 For stations, buildings, and fixtures, per last Report,
 For stations, buildings, and fixtures, paid during the
 past year,
 Total amount expended for stations, buildings, and
 fixtures,
 For land, land-damages, and fences, per last Report,
 For land, land-damages, and fences, paid during the
 past year,
 Total amount expended for land, land-damages, and
 fences,
 For locomotives, per last Report,
 For locomotives, paid during the past year,
 Total amount expended for locomotives,
 For passenger and baggage cars, per last Report,
 For passenger and baggage cars, paid during the past
 year,
 Total amount expended for passenger and baggage
 cars,
 For merchandise cars, per last Report,
 For merchandise cars, paid during the past year,
 Total amount expended for merchandise cars,
 For engineering, per last Report,
 For engineering, paid during the past year,
 Total amount expended for engineering,
 For agencies and other expenses, per last Report,
 For agencies and other expenses, paid during the
 past year,
 Total amount expended for agencies and other ex-
 penses,
 Total cost of road and equipment,
 Amount of assets or property held by the corporation
 in addition to the cost of the road,

\$265,326 81

CHARACTERISTICS OF ROAD.

Length of road,	14 miles 391½ feet.
Length of single main track,	14 miles 391½ feet.
Length of double main track,	None.

Length of branches owned by the Company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	2,210 feet.
Weight of rail, per yard, in main road,	50 and 53 lbs.
Weight of rail, per yard, in branch roads (specify the different weights per yard),	No branches.
Maximum grade, with its length, in main road,	50 feet; 5,190 feet long.
Maximum grade, with its length, in branch roads,	No branches.
Total rise and fall in main road,	327 59-100 feet.
Total rise and fall in branch roads,	No branches.
Shortest radius of curvature, with length of curve, in main road,	1,146 ft. rad.; 700 ft. long.
Shortest radius of curvature, with length of curve, in branch roads,	No branches.
Total degrees of curvature, in main road,	588 deg. 18 min.
Total degrees of curvature, in branch roads,	No branches.
Total length of straight line, in main road,	8.64 miles.
Total length of straight line, in branches,	No branches.
Aggregate length of wooden truss-bridges,	205 feet.
Aggregate length of all other wooden bridges,	240 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	12
Number of railroads crossed at grade,	1—Wor. & Nashua.
Remarks,	
Way stations for express trains,	None.
Way stations for accommodation trains,	4
Flag stations,	None.
Whole number of way stations,	4
Whole number of flag stations,	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	} Operated by the Fitchburg Railroad Company till sold, as stated below.
Miles run by freight trains,	
Miles run by other trains,	
Total miles run,	
Number of passengers carried in the cars,	
Number of passengers carried one mile,	
Number of tons of merchandise carried in the cars,	
Number of tons of merchandise carried one mile,	
Number of passengers carried one mile, to and from other roads,	
Number of tons carried one mile, to and from other roads,	

Rate of speed adopted for 'express passenger trains, including stops,

Average rate of speed actually attained by express passenger trains, including stops and detentions,

Rate of speed adopted for accommodation trains,

Rate of speed actually attained by accommodation trains, including stops and detentions,

Average rate of speed actually attained by special trains, including stops and detentions,

Average rate of speed adopted for freight trains, including stops,

Estimated weight, in tons, of passenger cars (not including passengers), hauled one mile,

Estimated weight, in tons, of merchandise cars (not including freight), hauled one mile,

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,

For repairs of wooden bridges,

For wages of switchmen, average per month, \$ ———

For wages of gate-keepers, average per month, \$ ———

For wages of signal-men, average per month, \$ ———

For wages of watchmen, average per month, \$ ———

Total,

Number of men employed, exclusive of those engaged in construction.

For removing ice and snow (this item to include all labor, tools, repairs, and extra steam-power used),

For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,

Total for maintenance of way,

MOTIVE POWER AND CARS.

For repairs of locomotives,

For new locomotives, to cover depreciation,

For repairs of passenger cars,

For new passenger cars, to cover depreciation,

For repairs of merchandise cars,

For new merchandise cars, to cover depreciation,

For repairs of gravel and other cars,

Total for maintenance of motive power and cars,

Number of engines,

Number of passenger cars,

Number of baggage cars,

Number of merchandise cars,

Number of gravel cars,

Operated, &c.

Paid by the Fitchburg
Railroad Company, as
stated below.

MISCELLANEOUS.

For fuel used by engines during the year, viz:—

- 1. Wood, number of cords,———. Cost of the same,
- 2. Coal, number of tons (reckoning 2,240 lbs. to the ton),———. Cost of same,

For oil used by cars and engines,

For waste and other material for cleaning,

For salaries, wages, and incidental expenses, chargeable to passenger department,

For salaries, wages, and incidental expenses, chargeable to freight department,

For gratuities and damages,

For taxes and insurance,

For ferries,

For repairs of station buildings, aqueducts, fixtures, furniture,

For renewals of iron, including laying down,

For new iron laid down, deducting the value of old iron taken up,

For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,

For amount paid other companies, as rent for use of their roads, specifying each company,

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,

Total Miscellaneous,

Total expenditures for working the road,

Total amount of interest paid during the year,

INCOME DURING THE YEAR.

For Passengers:—

- 1. On main road, including branches owned by company,
- 2. To and from other roads, specifying what,

For Freight:—

- 1. On main road and branches owned by company,
- 2. To and from other connecting roads,

United States Mails,

Rents of N. H. portion of the road, leased to Fitchburg Co.,

Total income,

Net earnings after deducting expenses,

Paid, &c.

\$861 54

} Run by Fitchburg Railroad Company.

\$ 1,750

13,336 44

12,474 90

DIVIDENDS.		
Per cent, total,	}	No dividend of earnings, but capital divided as stated below.
Surplus not divided,		
Surplus last year,		
Total surplus,		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ:		
Of road and bridges,	}	Run by Fitchburg Railroad Company.
Buildings,		
Engines and cars,		
MORTGAGE DEBTS.		
Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report,	}	None.
Mortgage debt paid since last Report,		
Increase of mortgage debt since last Report,		
Present amount of mortgage debts,		
Number of mortgages on road and franchise, or any property of the corporation,		

By virtue of an Act passed by the Legislature of the Commonwealth of Massachusetts, approved by the Governor January 30th, 1860, authorizing the Peterborough and Shirley Railroad Company to sell and convey to the Fitchburg Company their franchise rights and railroad, together with all their corporate property and powers, the Peterborough and Shirley Railroad Company sold to the Fitchburg Railroad Company in March, A. D., 1860, for the sum of one hundred and thirty-two thousand six hundred sixty-three and forty-one one-hundredths dollars (\$132,663 41), and interest thereon from the first day of January, A. D., 1860, their franchise rights and railroad, together with all their corporate property and powers, and up to that time the said Peterboro' and Shirley Railroad had been run by the Fitchburg Railroad, by virtue of a lease or agreement. There are now no debts due from the said Peterborough and Shirley Railroad Company, that we are aware of, and said Peterborough and Shirley Railroad Company have divided, within the last year, fifty-five dollars on each share of its stock, and there is now on hand, subject to any future liabilities or contingencies that may arise, the sum of five thousand seven hundred and ninety-nine dollars and forty-five cents.

WALTER FESSENDEN, GEO. TAFT, DANIEL ADAMS, J. M. MAYNARD, L. W. WOODS, EDWARD ORDWAY, F. A. WORCESTER,	}	Directors of the Railroad Corporation.
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MIDDLESEX, ss.—December 25, 1860.—Then personally appeared Walter Fessenden, George Taft, Daniel Adams, J. M. Maynard, L. W. Woods, and Edward Ordway, and severally made oath to the truth of the foregoing statement by them subscribed.—Before F. A. WORCESTER, Justice of the Peace.

ANNUAL REPORT

OF THE

PITTSFIELD AND NORTH ADAMS RAILROAD,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Report of the PITTSFIELD AND NORTH ADAMS RAILROAD under the Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168 and 240.

Capital Stock	\$500,000 00
Number of Shares of capital stock issued.....	4,500
Increase of Capital since last report	
Capital paid in, per last report	450,000 00
Capital paid in, since last report.....	
Total Amount of Capital Stock paid in.....	450,000 00
Funded debt, per last report.....	
Funded debt, paid since last report.....	
Funded debt, increase of, since last report.....	
Total present amount of funded debt.....	
Floating debt, per last report.....	
Floating debt, paid since last report.....	
Floating debt, increase of, since last report.....	
Total present amount of floating debt.....	
Total present amount of funded and floating debt.....	
Average rate of interest per annum paid during the year	
Maximum amount of debts during the year.....	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report.....	\$108,827 47	
For graduation and masonry, paid during the past year		
Total amount expended for graduation and masonry..		108,827 47
For wooden bridges, per last report.....	7,244 00	
For wooden bridges, paid during the past year.....		
Total amount expended for wooden bridges.....		7,244 00
Total amount expended for iron bridges (if any).....	1,303 62	1,303 62
For superstructure, including iron, per last report....	201,395 31	
For superstructure, including iron, paid during the past year.....		
Total amount expended for superstructure, including iron		201,395 31
For stations, buildings and fixtures, per last report....	29,311 33	
For station, buildings and fixtures, paid during the past year		

Total amount expended for stations, buildings and fixtures.....		29,311 33
For land, land damages and fences per last report.....	63,742 95	
For land, land damages and fences, paid during the past year.....		
Total amount expended for land, land damages and fences.....		63,742 95
For locomotives, per last report.....	7,000 00	
For locomotives, paid during the past year.....		
Total amount expended for locomotives.....		7,000 00
For passenger and baggage cars per last report.....	4,247 43	
For passenger and baggage cars, paid during the past year.....		
Total amount expended for passenger and baggage cars.....		4,247 43
For merchandise cars, per last report.....		
For merchandise cars, paid during the past year.....		
Total amount expended for merchandise cars.....		
For engineering per last report.....	20,605 56	
For engineering, paid during the past year.....		
Total amount expended for engineering.....		20,605 56
For agencies and other expenses per last report.....		
For agencies and other expenses paid during the past year.....		
Total amount expended for agencies and other expenses.....		
Total cost of road and equipment.....		443,677 67
Amount of assets of property held by the corporation in addition to the cost of the road.....		

CHARACTERISTICS OF ROAD.

Length of Road.....	18.65 miles.
Length of single main track.....	18.65 "
Length of double main track.....	
Length of branches owned by the company, stating whether they have a single or double track.....	
Aggregate length of sidings, and other tracks, excepting main tracks and branches.....	0.70 miles.
Weight of rail per yard, in main road.....	56 pounds.
Weight of rail per yard, in branch roads.....	
Specify the different weights per yard.....	
Maximum grade, with its length, in main road.....	66 feet—222 feet long.
Maximum grade, with its length, in branch roads.....	
*Total rise and fall in main road.....	365 feet.
Total rise and fall in branch roads.....	
Shortest radius of curvature, with length of curve, in main road.....	477 1-2 feet—722 ft. long.

* This question has formerly been answered by giving one-half of the sum of the ascent to and descent from three of the principal elevations on the line of the road. We now answer the question as we believe the same question is answered by other Railroad Corporations, viz: by giving the whole sum of the ascent and descent made in passing over the road in either direction between Worcester and Albany.

Shortest radius of curvature, with length of curve, in branch roads.....	
Total degrees of curvature in main road.....	710°
Total degrees of curvature in branch roads.....	
Total length of straight line in main road.....	13.39 miles.
Total length of straight line in branches.....	
Aggregate length of wooden truss bridges.....	364 feet.
Aggregate length of all other wooden bridges.....	
Aggregate length of iron bridges.....	30 feet.
Whole length of road unfenced on both sides.....	
Number of public ways crossed at grade.....	17
Number of railroads crossed at grade.....	
Remarks.....	
Way stations for express trains.....	
Way stations for accommodation trains.....	2
Flag stations.....	4
Whole number of way stations.....	2
Whole number of flag stations.....	4

DOINGS DURING THE YEAR.

Miles run by passenger trains.....	33,160
Miles run by freight trains.....	
Miles run by other trains.....	
Total miles run.....	33,160
Number of passengers carried in the cars.....	57,676
Number of passengers carried one mile.....	713,172
Number of tons of merchandise carried in the cars....	27,238
Number of tons of merchandise carried one mile.....	429,945
Number of passengers carried one mile to and from other roads.....	160,784
Number of tons carried one mile to and from other roads.....	353,950
Rate of speed adopted for express passenger trains, including stops.....	
Average rate of speed actually attained by express passenger trains, including stops and detentions.....	
Rate of speed adopted for accommodation trains.....	20 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions.....	
Average rate of speed actually attained by special trains, including stops and detentions.....	20 miles per hour.
Average rate of speed adopted for freight trains, including stops.....	20 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers) hauled one mile.....	
Estimated weight in tons of merchandise cars, (not including freight) hauled one mile.....	

EXPENDITURES FOR WORKING THE ROAD.

For renewals of iron, including laying down.....	
For repairs of road, maintenance of way exclusive of wooden bridges and renewals of iron.....	6,674 60

For repairs of wooden bridges,.....	19 00	
For wages of switchmen, average per month, \$26.....		
For wages of gate-keepers, average per month, \$20.....		
For wages of signal men, average per month, \$20.....		
For wages of watchmen, average per month, \$30.....		
Number of men employed, exclusive of those engaged in construction.....	29 average No.	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used) ...	99 00	
For repairs of fences, gates, houses for signal men, gate keepers, switchmen, tool-houses.....	330 84	
Total for maintenance of way.....		7,123 44

MOTIVE POWER AND CARS.

For repairs of locomotives.....	1,658 25	
For new locomotives, to cover depreciation.....		
For repairs of passenger cars.....	147 32	
For new passenger cars, to cover depreciation.....		
For repairs of merchandise cars.....	1,250 67	
For new merchandise cars, to cover depreciation.....		
For repairs of gravel and other cars.....		
Total for maintenance of motive power and cars..		3,056 24
Number of Engines.....	1	
Number of passenger cars.....	2	
Number of baggage cars.....	1	
Number of merchandise cars.....		
Number of gravel cars.....		

MISCELLANEOUS.

For fuel used by engines during the year, viz:		
Wood, number of cords, 1,080. Cost of the same ..	3,177 00	
Coal, number of tons, (reckoning 2,240 lbs to the ton.) Cost of same		
For Oil used by engines and cars,.....	704 50	
For waste and other material for cleaning.....	125 25	
For salaries, wages and incidental expenses, chargea- ble to passenger department	7,004 51	
For salaries, wages and incidental expenses, chargea- ble to freight department.....		
For gratuities and damages.....	11 00	
For taxes and insurance	31 86	
For ferries		
For repairs of station buildings, aqueducts, fixtures, furniture.....	166 99	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company		
For amount paid other companies, as rent for use of their roads, specifying each company		

For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items	
Total Miscellaneous.....	\$11,221 11
Total expenditures for working the road.....	21,400 79
Total amount of interest paid during the year.....	

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company	21,768 01
2. To and from other roads, specifying what.....	

For Freight:—

1. On main road and branches owned by company.....	24,826 98
2. To and from other connecting roads.....	

U. S. Mails.....	1,575 00
Rents and other sources.....	1,000 00
Total income.....	<u>\$49,169 99</u>
Net earnings, after deducting expenses.....	\$27,769 20

DIVIDENDS.

Six per cent. Total.....	<u>\$27,000 00</u>
Surplus carried to Western Railroad account.....	\$769 20

Surplus last year.....	
Total surplus	

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Road and Bridges.....	
Buildings.....	
Engines and Cars.....	

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report	
Mortgage debt, paid since last report.....	
Mortgage debt, increase of, since last report.....	
Present amount of Mortgage debts	
Number of Mortgages on road and franchise, or any property of the corporation.....	

C. W. CHAPIN, ROBT CAMPBELL, JOSIAH STICKNEY, WILLIAM H. SWIFT, STEPHEN FAIRBANKS,	}	Directors of the Pittsfield & N. Adams Railroad Corp'n.
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COMMONWEALTH OF MASSACHUSETTS.

BERKSHIRE, ss. December 26, 1860.

Then personally appeared C. W. Chapin, Robert Campbell, Josiah Stickney, William H. Swift, and Stephen Fairbanks, and severally made oath to the truth of the foregoing statement by them subscribed.

Before JAMES D. COLT, Justice of the Peace.

1875

R E P O R T

OF THE DIRECTORS OF THE

PROVIDENCE, WARREN & BRISTOL RAILROAD CORPORATION,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock, - - - - -		\$442,000.00
Number of shares of capital stock issued, - - - - -		
Increase of capital, since last Report, - - - - -		150,000.00
Capital paid in, per last Report, - - - - -		287,917.40
Capital paid in, since last Report, - - - - -		150,000.00
Total amount of capital stock paid in, - - - - -		437,917.40
Funded debt, per last Report, - - - - -		109,936.83
Funded debt, paid since last Report, - - - - -		101,436.83
Funded debt, increase of, since last Report, - - - - -		None.
Total present amount of funded debt, - - - - -		8,500.00
Floating debt, per last Report, - - - - -		36,138.81
Floating debt, paid since last Report, - - - - -		36,138.81
Floating debt, increase of, since last Report, - - - - -		None.
Total present amount of floating debt, - - - - -		None.
Total present amount of funded and floating debt, - - - - -		8,500.00
Average rate of interest per annum, paid during the year, - - - - -		
Maximum amount of debts during the year, - - - - -		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report, - - - - -		\$144,591.89
For graduation and masonry, paid during the past year, - - - - -		None.
Total amount expended for graduation and masonry, - - - - -		144,591.89
For wooden bridges, per last Report, - - - - -		8,616.10
For wooden bridges, paid during the past year, - - - - -		None.
Total amount expended for wooden bridges, - - - - -		8,616.10
Total amount expended for iron bridges, (if any,) - - - - -		None.
For superstructure, including iron, per last Report, - - - - -		138,243.44
For superstructure, including iron, paid during the past year, - - - - -		None.
Total amount expended for superstructure, including iron, - - - - -		138,243.44
For stations, buildings and fixtures, per last Report, - - - - -		25,379.60
For stations, buildings and fixtures, paid during the past year, - - - - -		None.
Total amount expended for stations, buildings and fixtures, - - - - -		25,379.60
For land, land-damages, and fences, per last Report, - - - - -		81,816.91
For land, land-damages, and fences paid during the past year, [reduced this account \$1,899.46,] - - - - -		508.00
Total amount expended for land, land-damages and fences, - - - - -		80,575.45
For locomotives, per last Report, - - - - -		None.
For locomotives, paid during the past year, - - - - -		7,070.00
Total amount expended for locomotives, - - - - -		7,070.00
For passenger and baggage cars, per last Report, - - - - -		None.
For passenger and baggage cars paid during the past year, - - - - -		4,225.00
Total amount expended for passenger and baggage cars, - - - - -		4,225.00
For merchandise cars, per last Report, - - - - -		1,558.20
For merchandise cars, paid during the past year, - - - - -		446.11
Total amount expended for merchandise cars, - - - - -		2,004.31

For engineering, per last Report, - - -	14,846.97
For engineering, paid during the past year, - - -	None.
Total amount expended for engineering, - - -	14,846.97
For agencies and other expenses, per last Report, - - -	22,614.11
For agencies and other expenses, paid during the past year, - - -	None.
Total amount expended for agencies and other expenses, - - -	22,614.11
Total cost of road and equipment, - - -	448,166.87
Amount of assets or property held by the Corporation in addition to the cost of the road, - - -	

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	13 6-10 miles.
Length of single main track, - - - - -	13 6-10 miles.
Length of double main track, - - - - -	None.
Length of branches owned by the Company, stating whether they have a single or double track, - - -	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, - - - - -	2150 feet.
Weight of rail, per yard, in main road, - - - - -	56 pounds.
Weight of rail, per yard, in branch roads, (specify the different weights per yard,) - - - - -	None.
Maximum grade, with its length, in main road, - - -	30 ft. per mile, 22,300 ft.
Maximum grade, with its length, in branch roads, - - -	None.
Total rise and fall in main road, - - - - -	186 feet.
Total rise and fall in branch roads, - - - - -	None.
Shortest radius of curvature, with length of curve, in main road, - - - - -	1000 ft. 2568 feet.
Shortest radius of curvature, with length of curve, in branch roads, - - - - -	None.
Total degrees of curvature, in main road, - - - - -	463°
Total degrees of curvature, in branch roads, - - - - -	None.
Total length of straight line, in main road, - - - - -	9 1-10 miles.
Total length of straight line, in branches, - - - - -	None.
Aggregate length of wooden truss bridges, - - - - -	310 feet.
Aggregate length of all other wooden bridges, - - - - -	162 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	None.
Number of public ways crossed at grade, - - - - -	11
Number of railroads crossed at grade, - - - - -	None.
Remarks, - - - - -	
Way stations for express trains, - - - - -	None.
Way stations for accommodation trains, - - - - -	4
Flag stations, - - - - -	3
Whole number of way stations, - - - - -	7
Whole number of flag stations, - - - - -	3

DOINGS DURING THE YEAR.

Miles run by passenger [and freight] trains, - - -	25,859 miles.
Miles run by freight trains, - - - - -	None.
Miles run by other trains, - - - - -	
Total miles run, - - - - -	25,859
Number of passengers carried in the cars, - - - - -	100,33
Number of passengers carried one mile, - - - - -	1,091,062
Number of tons of merchandise carried in the cars, - - -	4,212
Number of tons of merchandise carried one mile, - - -	55,771
Number of passengers carried one mile, to and from other roads, - - - - -	60,885
Number of tons carried one mile, to and from other roads, - - - - -	8,046
Rate of speed adopted for express passenger trains, including stops, - - - - -	None.
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - -	None.
Rate of speed adopted for accommodation trains, - - -	24 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - - - -	20 miles per hour.

Average rate of speed actually attained by special trains, including stops and detentions, - - -	None.
Average rate of speed adopted for freight trains, including stops, - - -	Mixed trains.
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, - - -	544,620
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, - - -	300,480
EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, - - -	\$5,408.30
For repairs of wooden bridges, - - -	53,76
For wages of switchmen, average per month, \$	} Total.
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$	
Number of men employed, exclusive of those engaged in construction, - - -	20
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) - - -	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, - - -	
Total for maintenance of way, - - -	6,660.06
MOTIVE POWER AND CARS.	
For repairs of locomotives, - - -	\$174.25
For new locomotives, to cover depreciation, - - -	None.
For repairs of passenger cars, - - -	407.09
For new passenger cars, to cover depreciation, - - -	None.
For repairs of merchandise cars, - - -	164.37
For new merchandise cars, to cover depreciation, - - -	None.
For repairs of gravel and other cars, - - -	} Included in repairs of road.
Total for maintenance of motive power and cars, - - -		745.71
Number of engines, - - -	1
Number of passenger cars, - - -	3
Number of baggage cars, - - -	1
Number of merchandise cars, - - -	3
Number of gravel cars, - - -	2
MISCELLANEOUS.	
For fuel used by engines during the year, viz.:	
Wood, number of cords, 47½. Cost of the same, - - -	\$249.41
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 317. Cost of same, - - -	1,665.85
For oil used by cars and engines, - - -	} Included in passenger and freight department.
For waste and other material for cleaning, - - -	
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	6,724.77
For salaries, wages and incidental expenses, chargeable to freight department, - - -	926.81
For gratuities and damages, - - -	160,70
For taxes and insurance, - - -	574.48
For ferries, - - -	
For repairs of station buildings, aqueducts, fixtures, furniture, - - -	206.43
For renewals of iron, including laying down, - - -	None.
For new iron laid down, deducting the value of old iron taken up, - - -	None.
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, - - -	
For amount paid other companies, as rent for use of their roads, specifying each company, - - -	

For salaries of President, Treasurer, Superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	1,492.02	
Total miscellaneous, - - - - -		12,000.47
Total expenditures for working the road, - - - - -		19,406.24
Total amount of interest paid during the year, [balance of interest account,] - - - - -		70.88
INCOME DURING THE YEAR.		
<i>For Passengers :</i>		
1. On main road, including branches owned by company, - - - - -	\$20,301.57	
2. To and from other roads, specifying what, [Taunton and N. B., and B. and P. Railroads,] - - - - -	1,434.54	
<i>For Freight :</i>		
1. On main road and branches owned by company, - - - - -	3,447.98	
2. To and from other connecting roads, [Boston and Providence Railroad,] - - - - -	2,929.27	
U. S. Mails, - - - - -	855.00	
[Express,] - - - - -	566.68	
Total income, - - - - -		29,535.04
Net earnings, after deducting expenses, - - - - -	10,057.92	
DIVIDENDS.		
Per cent. Total, - - - - -		
Surplus not divided, - - - - -		
Surplus last year, - - - - -		
Total surplus, - - - - -		
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Of road and bridges, - - - - -		
Buildings, - - - - -		
Engines and cars, - - - - -		
MORTGAGE DEBTS.		
Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last Report, - - - - -	\$109,936.83	
Mortgage debt, paid since last Report, - - - - -	101,436.83	
Increase of mortgage debt, since last Report, - - - - -	None.	
Present amount of mortgage debts, - - - - -	8,500.00	
Number of mortgages on road and franchise, or any property of the Corporation, - - - - -	One.	

AMOS D. SMITH,
SAM'L W. CHURCH,
MARSHALL WOODS,
THOMAS G. TURNER,
LEON CHAPPOTIN,

} *Directors
of the
Railroad Corporation.*

PROVIDENCE, ss. December 22, 1860.

Then personally appeared Amos D. Smith, Samuel W. Church, Marshall Woods, Thomas G. Turner and Leon Chappotin, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

JOHN A. GARDNER,

Justice of the Peace.

*Report of the Commissioners of the Providence, Warren and Bristol
Railroad Company, to the Legislatures of Massachusetts and
Rhode Island.*

At a meeting of the Commissioners of the Providence, Warren and Bristol Railroad Company, at the Company's office in Providence, on the 26th day of December, 1860, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in Massachusetts, and also what part is chargeable to that portion of the road lying in Rhode Island; and having examined the accounts of said Company, we find that the total expenditures for construction and equipment, to the 30th of November, 1860, inclusive, are

\$448,166.87

The amount of cost of construction we apportion as follows:

To Massachusetts,	-	-	-	-	-	-	-	115,190.38
To Rhode Island,	-	-	-	-	-	-	-	332,976.49

RECEIPTS.

The whole amount of receipts from December 1st, 1859, to November 30th, 1860, inclusive, was as follows, viz:

For transportation of passengers,	-	-	-	-	\$21,736.11	
For transportation of freight,	-	-	-	-	6,377.25	
For mails and express,	-	-	-	-	1,421.68	
					<hr/>	
					\$29,535.04	
Expenses,	-	-	-	-	-	\$19,477.12

Which we apportion as follows:

To Massachusetts,	-	-	-	-	-	-	\$5,026.00
To Rhode Island,	-	-	-	-	-	-	14,451.12

Said Commissioners find on examining the books of said Company, that said Company have kept separate accounts of expenditures in Massachusetts and Rhode Island, respectively, agreeable to the laws of said States.

JOHN C. PRATT,

Commissioner for Massachusetts.

JOHN A. GARDNER,

Commissioner for Rhode Island.

REPORT

OF THE DIRECTORS OF THE

Providence & Worcester Railroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,		\$1,600,000.00
Number of shares of capital stock issued,	16,000	
Increase of capital since last Report,		50,000.00
Capital paid in, per last Report,		1,510,200.00
Capital paid in since last Report,		50,000.00
Total amount of capital stock paid in,		1,560,200.00
Funded debt, per last Report,		300,000.00
Funded debt, paid since last Report,		100,000.00
Funded debt, increase of, since last Report,		
Total present amount of funded debt,		200,000.00
Floating debt, per last Report,		
Floating debt, paid since last Report,		
Floating debt, increase of, since last Report,		
Total present amount of floating debt,		None,
Total present amount of funded and floating debt,		
Average rate of interest per annum, paid during the year,		6 per cent.
Maximum amount of debts during the year,		

COST OF ROAD AND EQUIPMENT.

[Construction per last Report,]		\$1,506,977.93
[Paid during the past year for land,]		732.48
		1,507,710.41
[Deduct balance to credit "income," year 1860,]		65,239.82
		1,442,470.59
For wooden bridges, paid during the past year,		
Total amount expended for wooden bridges,		
Total amount expended for iron bridges, (if any),		
For superstructure, including iron, per last Report,		
For superstructure, including iron, paid during the past year,		
Total amount expended for superstructure, including iron,		
For stations, buildings and fixtures, per last Report,		
For stations, buildings and fixtures, paid during the past year,		
Total amount expended for stations, buildings and fixtures,		
For land, land-damages and fences, per last Report,		
For land, land-damages and fences, paid during the past year,		
Total amount expended for land, land-damages and fences,		
For locomotives, per last Report,		105,642.46
For locomotives, paid during the past year,		None.
Total amount expended for locomotives,		105,642.46
For passenger and [merchandise] cars, per last Report,		148,923.08
For passenger and [merchandise] cars, paid during the past year,		None.
Total amount expended for passenger and [merchandise] cars,		148,923.08

For merchandise cars, per last Report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last Report,	
For engineering, paid during the past year,	
Total amount expended for engineering,	
For agencies and other expenses, per last Report,	
For agencies and other expenses paid during the past year,	
Total amount expended for agencies and other expenses,	
Total [present amount of construction and equipment,]	1,697,036.13
Amount of assets or property held by the corporation in addition to the cost of the road,	

CHARACTERISTICS OF ROAD.

Length of road,	43 41-100 miles.
Length of single main track,	37 miles.
Length of double main track,	6 41-100 miles.
Length of branches owned by the Company, stating whether they have a single or double track,	One.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	8 1-2 miles.
Weight of rail per yard, in main road,	56 to 63 pounds.
Weight of rail per yard, in branch roads, (specify the different weights per yard,)	
Maximum grade, with its length, in main road,	27 ft. per mile for 4300 ft.
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	Rise, 526 feet; fall 56 ft.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve, in main road,	716 feet for 875 feet.
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature, in main road,	2546° 30'
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	28 3-4 miles.
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	3855 feet.
Aggregate length of all other wooden bridges,	1300 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	None.
Number of public ways crossed at grade,	43
Number of railroads crossed at grade,	1
Remarks,	
Way stations for express trains,	None run.
Way stations for accommodation trains,	18
Flag stations,	3
Whole number of way stations,	18
Whole number of flag stations,	3

DOINGS DURING THE YEAR.

Miles run by passenger trains,	127,999
Miles run by freight trains,	93,593
Miles run by other trains,	None.
Total miles run,	221,592
Number of passengers carried in the cars,	723,182
Number of passengers carried one mile,	6,241,890
Number of tons of merchandise carried in the cars,	173,309
Number of tons of merchandise carried one mile,	5,515,405
Number of passengers carried one mile, to and from other roads,	240,800
Number of tons carried one mile, to and from other roads,	1,411,445
Rate of speed adopted for express passenger trains, including stops,	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	
Rate of speed adopted for accommodation trains,	20 miles per hour.

Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.
Average rate of speed actually attained by special trains, including stops and detentions,	
Average rate of speed adopted for freight trains, including stops,	10 miles per hour.
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	3,050,300
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	9,000,000

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	
For repairs of wooden bridges,	
For wages of switchmen, average per month,	} The duties of these men are mixed up with other duties as station laborers.
For wages of gate-keepers, average per month,	
For wages of signal-men, average per month,	
For wages of watchmen, average per month,	
Number of men employed, exclusive of those engaged in construction,	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
Total for maintenance of way,	54,895.37

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$15,193.22
For new locomotives, to cover depreciation,	
For repairs of passenger cars,	6,069.94
For new passenger cars, to cover depreciation,	
For repairs of merchandise cars,	8,660.70
For new merchandise cars,	12,498.57
For repairs of gravel and other cars,	
Total for maintenance of motive power and cars,	42,422.43
Number of engines,	12
Number of passenger cars,	14
Number of baggage cars,	4
Number of merchandise cars,	280
Number of gravel cars,	145

MISCELLANEOUS.

For fuel used by engines during the year, viz.: Wood, number of cords, 350. Cost of the same, \$1,340.45,	} \$17,340.45
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 3200. Cost of same, \$16,000.00,	
For oil used by cars and engines,	2,718.62
For waste and other material for cleaning,	418.90
For salaries, wages and incidental expenses, chargeable to passenger department,	21,961.36
For salaries, wages and incidental expenses, chargeable to freight department,	29,977.32
For gratuities and damages,	2,623.68
For taxes and insurance,	3,811.85
For ferries,	
For repairs of station buildings, aqueducts, fixtures, furniture,	4,227.41
For renewals of iron, including laying down,	
For new iron laid down, deducting the value of old iron taken up,	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,	
For amount paid other companies, as rent for use of their roads, specifying each company,	

For salaries of President, Treasurer, Superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,	15,417.77	
Total miscellaneous,		98,497.36
Total expenditures for working the road,		195,815.16
Total amount of interest paid during the year,	6,533.90	
INCOME DURING THE YEAR.		
<i>For Passengers :</i>		
1. On main road including branches owned by company,	\$150,419.22	
2. To and from other roads, specifying what,		
<i>For Freight :</i>		
1. On main road and branches owned by company,	229,689.88	
2. To and from other connecting roads,		
U. S. Mails,	5,109.25	
Rents,	3,324.95	
[Express,]	5,045.58	
Total income,		393,588.88
Net earnings, after deducting expenses,		197,773.72
DIVIDENDS.		
8 per cent. Total,		
Surplus not divided,		None.
Surplus last year,		None.
Total surplus,		None.
ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:		
Of road and bridges,		
Buildings,		
Engines and cars,		
MORTGAGE DEBTS.		
Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last Report,	\$300,000.00	
Mortgage debt, paid since last Report,	100,000.00	
Increase of mortgage debt since last Report,		
Present amount of mortgage debts,	200,000.00	
Number of mortgages on road and franchise, or any property of the Corporation,		One.

RECORD OF ACCIDENTS

On the Providence and Worcester Railroad, for the year ending November 30, 1860.

December 24, 1859. Timothy Leary, in attempting to get off the train at Worcester Junction, while the cars were moving, fell under the wheels and was fatally injured.

February 25, 1860.—John Traver, in attempting to get upon the train at Millville, while the cars were in motion, fell under the wheels and had one of his legs crushed.

November 30.—William Sullivan being clandestinely upon the train, to avoid paying his fare jumped from the rear end of the train, and was instantly killed. The accident occurred between Millville and Blackstone stations.

Respectfully submitted by

EARL P. MASON,
H. N. SLATER,
HARVEY CHACE,
H. GOULDING,
JAMES Y. SMITH,
DUTY GREENE,
ISAAC H. SOUTHWICK,
THOMAS P. SHEPARD,
EDWARD PEARCE,
PAUL WHITIN,

Directors of the Providence & Worcester Railroad Company.

Providence, R. I., December 21st, 1860.

STATE OF RHODE ISLAND, }
County of Providence, ss. }

December 21, 1860.

Then personally appeared Earl P. Mason, H. N. Slater, Harvey Chace, H. Goulding, James Y. Smith, Duty Greene, Isaac H. Southwick, Thomas P. Shepard, Edward Pearce, and Paul Whitin, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

NATHANIEL SEARLE, *Public Notary.*

Providence, December 22d, 1860.

The undersigned, Commissioners of the Providence and Worcester Railroad Company, having examined this Report, believe it to be correct, and herewith approve the same.

WILLIAM S. DENNY,

Commissioner for Massachusetts.

JOHN R. BARTLETT,

Commissioner for Rhode Island.

Report of the Commissioners of the Providence and Worcester Railroad Company to the Legislatures of Massachusetts and Rhode Island.

At a meeting of the Commissioners of the Providence and Worcester Railroad Company, at the Company's office in Providence, on the 22d day of December, 1860, for the purpose of investigating the accounts and expenditures of said Company, and for deciding what sums are applicable to that part of the road lying in the State of Rhode Island, and also what part is chargeable to that portion of the road lying in Massachusetts; and having examined the accounts of said Company, we find that the net expenditures for construction and equipment to the thirtieth of November, 1859, were

	\$1,761,543.47
Expended during the year for the purchase of land,	732.48
	<u>1,762,275.95</u>

From which should be deducted net earnings from Novem-

ber 30, 1859, to November 30, 1860,	\$197,773.72
Less interest on funded debt,	\$6,533.90
Dividends Nos. 16 and 17,	126,000.00
	<u>132,533.90</u>
	65,239.82

Net cost of road and equipments to Nov. 30, 1860, \$1,697,036.13

Apportioned as follows, viz.:

To Massachusetts,	\$848,518.06
To Rhode Island,	\$848,518.07

RECEIPTS.

The whole amount of receipts from the 30th November, 1859, to 30th November, 1860, is as follows, viz.:

Transportation of passengers,	\$150,419.22
“ “ freight,	229,689.88
“ “ mails,	5,109.25
Rents,	3,324.95
Express,	5,045.58
	<u>\$393,588.88</u>

EXPENSES

For maintaining and operating the road during the twelve months ending November 30, 1860.

Fuel,	\$17,340.45
Oil,	2,718.62
Maintenance of way,	54,895.37
Repairs of Cars,	27,229.21
Repairs of Locomotives,	15,193.22
Passenger expenses,	21,961.36
Freight expenses,	29,977.32
Miscellaneous expenses,	26,499.61
	<u>\$195,815.16</u>
Net earnings,	\$197,773.72

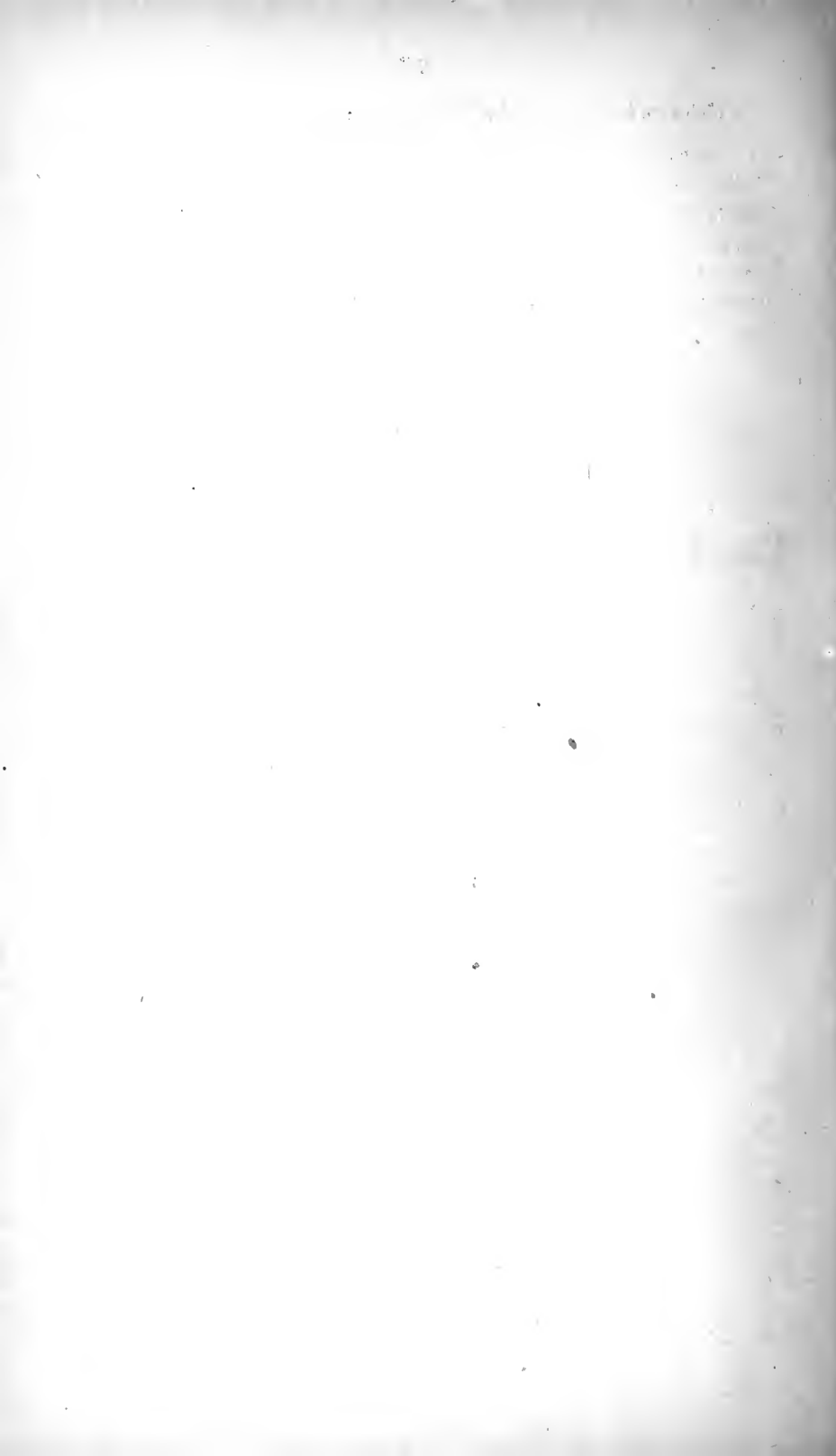
Which sum is apportioned as follows, viz.:

To Massachusetts,	\$98,886.86
To Rhode Island,	\$98,886.86

Said Commissioners also find on examining the books of said Company that separate accounts of the expenditures in Rhode Island and Massachusetts have been kept, agreeable to the acts of said States creating the present Providence and Worcester Rail Road Company.

WM. S. DENNY,
Commissioner for Massachusetts.

JOHN R. BARTLETT,
Commissioner for Rhode Island.



FIRST

ANNUAL REPORT

OF THE

Rockport Railroad Corporation,

FOR THE YEAR ENDING

NOVEMBER 30, 1860.

SALEM:

WILLIAM IVES AND GEORGE W. PEASE, PRINTERS

OBSERVER OFFICE.

1860.



REPORT

OF THE DIRECTORS OF THE

ROCKPORT RAILROAD CORPORATION,

For the Year Ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

[General Statutes, Chap. 63, Sections 132 to 135.]

Capital Stock. Authorized to create \$100,000.	Created,	\$60,000 00
Number of shares of capital stock issued,		
Increase of capital, since last Report,		
Capital paid in, per last Report,		
Capital paid in, since last Report,		
Total amount of capital stock paid in,	\$12,280 00	
Funded debt, per last Report,		
Funded debt, paid since last Report,		
Funded debt, increase of, since last Report,		
Total present amount of funded debt,		
Floating debt, per last Report,		
Floating debt, paid since last Report,		
Floating debt, increase of, since last Report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest per annum, paid during the year,		
Maximum amount of debts during the year,		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report,	
For graduation and masonry, paid during the past year,	
Total amount expended for graduation and masonry,	2,947 14
For wooden bridges, per last Report,	
For wooden bridges, paid during the past year,	
Total amount expended for wooden bridges,	
Total amount expended for iron bridges (if any,)	
For superstructure, including iron, per last Report,	
For superstructure including iron, paid during past year,	
Total amount expended for superstructure, including iron,	
For stations, buildings and fixtures, per last Report,	
For stations, buildings and fixtures, paid during past year,	
Total amount expended for stations, buildings and fixtures,	
For land, land-damages and fences, per last Report,	
For land, land-damages and fences, paid during past year,	
Total amount expended for land, land-damages and fences,	4,311 00

For locomotives, per last Report,	
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger and baggage cars, per last Report,	
For passenger and baggage cars, paid during the past year,	
Total amount expended for passenger and baggage cars,	
For merchandise cars, per last Report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last Report,	
For engineering, paid during the past year,	
Total amount expended for engineering,	856 36
For agencies and other expenses, per last Report,	
For agencies and other expenses, paid during the past year	
Total amount expended for agencies and other expenses,	49 35
Total cost of road and equipment,	
Amount of assets or property held by the corporation in addition to the cost of the road,	

CHARACTERISTICS OF ROAD.

Length of road,	
Length of single main track,	
Length of double main track,	
Length of branches owned by the Company, stating whether they have a single or double track,	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	
Weight of rail, per yard, in main road,	
Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	
Maximum grade, with its length, in main road,	
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve, in main road,	
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature, in main road,	
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	
Flag stations,	
Whole number of way stations,	
Whole number of flag stations,	

REMARK.

The Road having been so recently put under contract, no further return can be made. The Capital Stock was fixed August 27, 1860, and this report is made for three months and three days.

DOINGS DURING THE YEAR.

Miles run by passenger trains, . . . . .	.
Miles run by freight trains, . . . . .	.
Miles run by other trains, . . . . .	.
Total miles run, . . . . .	.
Number of passengers carried in the cars, . . . . .	.
Number of passengers carried one mile, . . . . .	.
Number of tons of merchandise carried in the cars, . . . . .	.
Number of tons of merchandise carried one mile, . . . . .	.
Number of passengers carried one mile, to and from other roads, . . . . .	.
Number of tons carried one mile, to and from other roads, . . . . .	.
Rate of speed adopted for express passenger trains, including stops, . . . . .	.
Average rate of speed actually attained by express passenger trains, including stops and detentions, . . . . .	.
Rate of speed adopted for accommodation trains, . . . . .	.
Rate of speed actually attained by accommodation trains, including stops and detentions, . . . . .	.
Average rate of speed actually attained by special trains, including stops and detentions, . . . . .	.
Average rate of speed adopted for freight trains, including stops, . . . . .	.
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, . . . . .	.
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, . . . . .	.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, . . . . .	.
For repairs of wooden bridges, . . . . .	.
For wages of switchmen, av. per month, \$ ———	} Total.
For wages of gate-keepers, av. per month, \$ ———	
For wages of signal-men, av. per month, \$ ———	
For wages of watchmen, av. per month, \$ ———	
Number of men employed, exclusive of those engaged in construction, . . . . .	.
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) . . . . .	.
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, . . . . .	.
Total for maintenance of way, . . . . .	.

MOTIVE POWER AND CARS.

For repairs of locomotives, . . . . .	.
For new locomotives, to cover depreciation, . . . . .	.
For repairs of passenger cars, and other cars . . . . .	.
For new passenger cars, to cover depreciation, . . . . .	.
For repairs of merchandise cars, . . . . .	.
For new merchandise cars, to cover depreciation, . . . . .	.
For repairs of gravel and other cars, . . . . .	.
Total for maintenance of motive power and cars, . . . . .	.

Number of engines,	.	.	.	.
Number of passenger cars,	.	.	.	.
Number of baggage cars,	.	.	.	.
Number of merchandise cars,	.	.	.	.
Number of gravel cars,	.	.	.	.

MISCELLANEOUS.

For fuel used by engines during the year, viz.:	.
1. Wood, number of cords,	Cost of the same,
2. Coal, number of tons, (reckoning 2,240 lbs to the ton.)	
Cost of the same.	.
For oil used by cars and engines,	gallons,
For waste and other material for cleaning,	.
For salaries, wages and incidental expenses, chargeable to passenger department,	.
For salaries, wages and incidental expenses, chargeable to freight department,	.
For gratuities and damages,	.
For taxes,	.
For ferries,	.
For repairs of station buildings, aqueducts, fixtures, furniture and other station expenses	.
For renewals of iron, including laying down,	.
For new iron laid down, deducting the value of old iron taken up,	.
For amount paid other companies, in tolls for passengers and freight, carried on their roads, specifying each company,	.
For amount paid other companies, as rent for use of their roads, specifying each company,	.
For office expenses,	.
Total Miscellaneous,	.
Total expenditures for working the road,	.
Total amount of interest paid during the year,	.

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned by company
2. To and from other roads, specifying what.

For Freight :—

1. On main road and branches owned by company,
2. To and from other connecting roads,

U. S. Mails,	.	.	.	.
Rents and Miscellaneous	.	.	.	.
Total income,	.	.	.	.

Nett earnings, after deducting expenses,

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Of roads and bridges,	.	.	.	.	.
Buildings,	.	.	.	.	.
Engines and cars,	.	.	.	.	.

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	.	.	.	.
Mortgage debt paid since last report,	.	.	.	.
Increase of mortgage debt since last report,	.	.	.	.
Present amount of mortgage debts,	.	.	.	.
Number of mortgages on road and franchise, or any prop- erty of the corporation,	.	.	.	.

HENRY DENNIS,
ADDISON GOTT,
DAVID BABSON,
WINTHROP THURSTON,
EZRA EAMES,

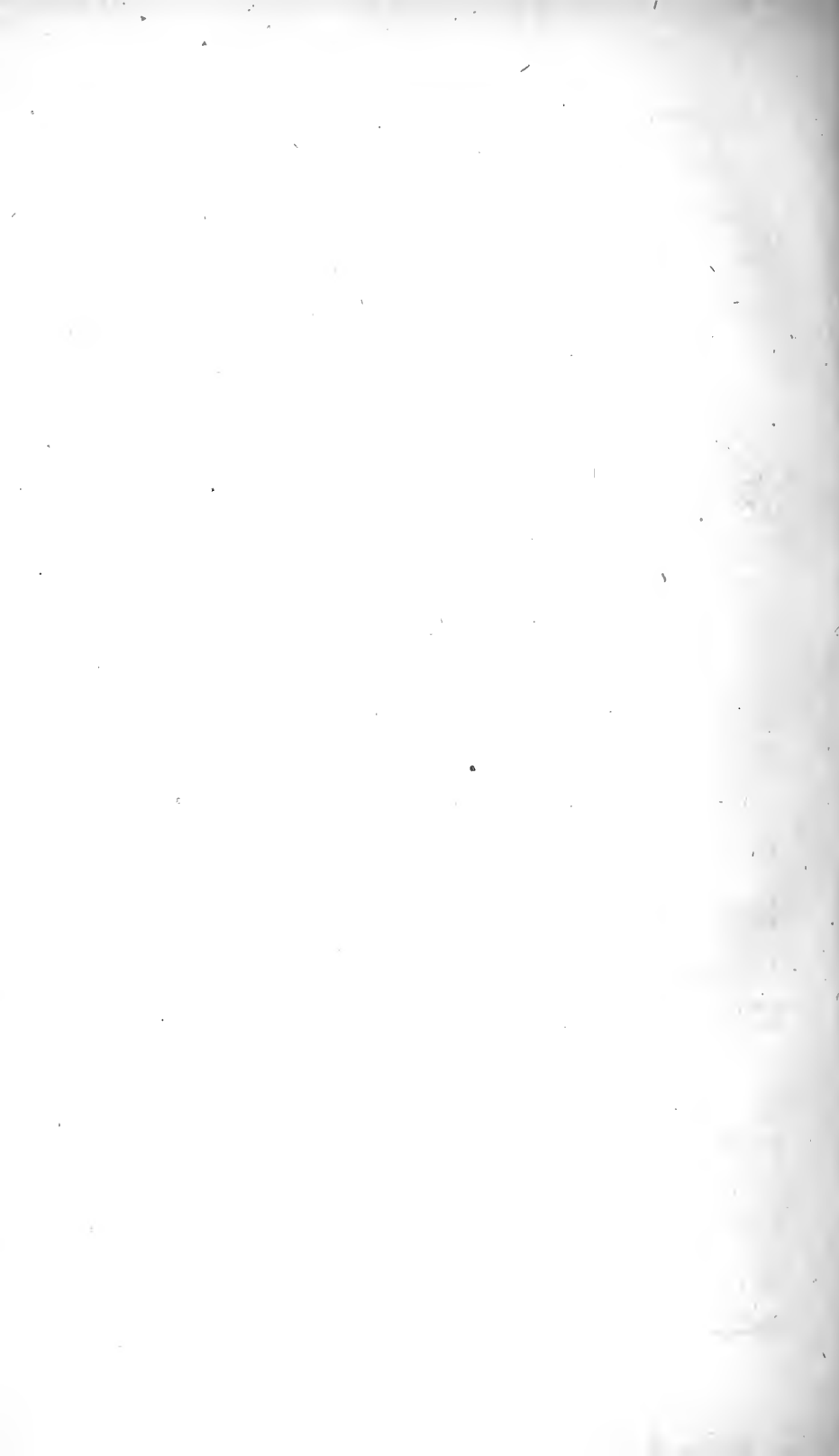
Directors of the
Rockport Railroad
Corporation.

ESSEX, ss. December 19, 1860. Then personally appeared Henry Dennis, Addison Gott, David Babson, Winthrop Thurston and Ezra Eames, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

GEO. D. HALE,

Justice of the Peace.



TWELFTH ANNUAL REPORT

OF THE DIRECTORS OF THE

Salem & Lowell Railroad Company,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,		\$400,000 00
Number of shares of capital stock issued,	2 433	
Increase of capital, since last report,	None.	
Capital paid in, per last report,	243,305 00	
Capital paid in, since last report,	None.	
Total amount of capital stock paid in,		243,305 00
Funded debt, per last report,	226,900 00	
Funded debt, paid since last report,	None.	
Funded debt, increase of, since last report,	None.	
Total present amount of funded debt,	226,900 00	
Floating debt per last report,	316 21	
Floating debt, paid since last report,	None.	
Floating debt, increase of, since last report,	24 70	
Total present amount of floating debt, being unpaid dividends	340 91	
Total present amount of funded and floating debt,		227,240 91
Average rate of interest per annum, paid during the year,	6 per cent.	
Maximum amount of debts during the year,	227,240 91	
Surplus—Contra,		2,979 34
COST OF ROAD AND EQUIPMENT.		
		473,525 25
For graduation and masonry, per last report,	94,831 77	
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		94,831 77
For wooden bridges, per last report,	3,139 15	
For wooden bridges' paid during the past year,	Nothing.	
Total amount expended for wooden bridges,		3,139 15
Total amount expended for iron bridges (if any),	Nothing.	
For superstructure, including iron, per last report,	123,801 18	
For superstructure, including iron, paid during the past year,	Nothing.	
Total amount expended for superstructure, including iron,		123,801 18
For stations, buildings and fixtures, per last report,	8,399 13	
For stations, buildings and fixtures paid during the past year,	Nothing.	
Total amount expended for stations, buildings and fixtures,		8,399 13
For land, land-damages and fences, per last report,	48,007 25	
For land, land-damages and fences, paid during the past year,	Nothing.	
Total amount expended for land, land-damages and fences,		48,007 25
For locomotives, per last report,	21,948 55	
For locomotives, paid during the past year,	Nothing.	
Total amount expended for locomotives,		21,948 55
For passenger and baggage cars, per last report,	7,420 62	
For passenger and baggage cars, paid during the past year,	Nothing.	
Total amount expended for passenger and baggage cars,		7,420 62
For merchandise cars, per last report,	53,174 22	
For merchandise cars, paid during the past year,	Nothing.	
Total amount expended for merchandise cars,		53,174 22
For engineering, per last report,	6,927 57	
For engineering, paid during the past year,	Nothing.	
Total amount expended for engineering,		6,927 57
For agencies and other expenses, per last report,	6,141 35	
For agencies and other expenses, paid during the past year,	Nothing.	

Total amount expended for agencies and other expenses,
Discount on bonds, and miscellaneous,

6141 35
75,739 43

Total cost of road and equipment,
Amount of assets or property held by the corporation in addition
to the cost of the road,

\$449,530 22

From Profit and Loss account, amount transferred to road and
equipment,

9,397 03

Of the \$9,397 03 assets \$5,020 09 is considered unavailable,

14,598 00

23,995 03

\$473,525 25

CHARACTERISTICS OF ROAD.

Length of road,	16.882 miles;
Length of single main track,	16.882 miles.
Length of double main track,	None.
Length of branches owned by the Company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	1.734 miles.
Weight of rail, per yard, in main road,	58 lbs.
Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	None.
Maximum grade, with its length, in main road,	28.58 per mile 3380 feet.
Maximum grade, with its length, in branch roads,	None.
Total rise and fall in main road,	223.34
Total rise and fall in branch roads,	None.
Shortest radius of curvature, with length of curve, in main road,	1,200 feet for 1,425 feet.
Shortest radius of curvature, with length of curve, in branch roads,	None.
Total degrees of curvature, in main road,	395°
Total degrees of curvature, in branch roads,	None.
Total length of straight line, in main road,	13.368 miles.
Total length of straight line, in branches,	None.
Aggregate length of wooden truss bridges,	None.
Aggregate length of all other wooden bridges,	121 feet.
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	All fenced or otherwise protected.
Number of public ways crossed at grade,	19
Number of railroads crossed at grade,	2

Remarks,

Way stations for express trains,	None.
Way stations for accommodation trains,	4
Flag stations,	6
Whole number of way stations,	4
Whole number of flag stations,	6

DOINGS DURING THE YEAR.

Miles run by passenger trains,	Operated by the Boston & Lowell Railroad Corporation, under con- tract. A copy is annexed to the report of 1858.
Miles run by freight trains,	
Miles run by other trains,	
Total miles run,	
Number of passengers carried in the cars,	
Number of passengers carried one mile,	
Number of tons of merchandise carried in the cars,	
Number of tons of merchandise carried one mile,	
Number of passengers carried one mile, to and from other roads,	
Number of tons carried one mile, to and from other roads,	
Rate of speed adopted for express passenger trains, including stops,	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	
Rate of speed adopted for accommodation trains,	
Rate of speed actually attained by accommodation trains, includ- ing stops and detentions,	
Average rate of speed actually attained by special trains, includ- ing stops and detentions,	
Average rate of speed adopted for freight trains, including stops,	
Estimated weight in tons of passenger cars (not including pas- sengers) hauled one mile,	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,		} Paid by Boston & Lowell Railroad Corporation.
For repairs of wooden bridges,		
For wages of switchmen, average per month, \$ _____		
For wages of gate-keepers, average per month, \$ _____		
For wages of signal men, average per month, \$ _____		
For wages of watchmen, average per month, \$ _____		
Number of men employed, exclusive of those engaged in construction,		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used.)		
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,		
Total for maintenance of way,		

MOTIVE POWER AND CARS.

For repairs of locomotives,		} Run by Boston & Lowell Railroad Corporation.
For new locomotives, to cover depreciation,		
For repairs of passenger cars,		
For new passenger cars, to cover depreciation,		
For repairs of merchandise cars,		
For new merchandise cars, to cover depreciation,		
For repairs of gravel and other cars,		
Total for maintenance of motive power and cars,		
Number of engines,	3	
Number of passenger cars,	3	
Number of baggage cars,	1	
Number of merchandise cars,	197	
Number of gravel cars,	None.	

MISCELLANEOUS.

For fuel used by engines during the year, viz. :—		} Operated by Boston and Lowell Railroad Corporation.
Wood, number of cords. Cost of the same,		
Coal, number of tons, (reckoning 2,240 lbs. to the ton.) Cost of same,		
For oil used by cars and engines,		
For waste and other material for cleaning,		
For salaries, wages, and incidental expenses, chargeable to passenger department,		
For salaries, wages, and incidental expenses, chargeable to freight department,		
For gratuities and damages,		
For taxes and insurance,		
For ferries,		
For repairs of station buildings, aqueducts, fixtures, furniture,		
For renewals of iron, including laying down,		
For new iron laid down, deducting the value of old iron taken up,		
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,		
For amount paid other companies, as rent for use of their roads, specifying each company,		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		
Total Miscellaneous,	263 64	
Total expenditures for working the road,		
Total amount of interest paid during the year, (on funded debt.)		
Total expense and interest,		

INCOME DURING THE YEAR.

For Passengers :—		} Operated by Boston and Lowell Railroad Corporation under contract, who pay 17,500 00 per annum.
1. On main road, including branches owned by company,		
2. To and from other roads, specifying what,		
For Freight :—		
1. On main road and branches owned by company,		
2. To and from other connecting roads,		
U. S. Mails,		
Rents,	17,500 00	
Sundries,	8 71	
Total income,		
Net earnings after deducting expenses,		

SALEM AND LOWELL RAILROAD.

DIVIDENDS.

1 Per cent. Total,	2,433 00	
Surplus not divided,	1,338 17	
Surplus last year,	1,641 17	
Total surplus,		2,979 34
ESTIMATED DEPRECIATION BEYOND THE RENEW-		
ALS, viz.:		

Of road and bridges	} Road run and kept in repair by the Boston and Lowell Railroad Corporation.
Buildings,	
Engines and cars.	

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,	226,900 00
Mortgage debt paid since last report,	None.
Increase of mortgage debt since last report,	None.
Present amount of mortgage debts,	226,900 00
Number of mortgages on road and franchise, or any property of the corporation.	One.

CHARLES F. FLINT,	} Directors of the Salem and Lowell Railroad Company.	} CALEB LIVINGSTON, WM. E. LIVINGSTON, N. B. PERKINS.
SIDNEY SPALDING,		
J. W. PEELE,		
JOSIAH B. FRENCH,		

MIDDLESEX, ss. — Then personally appeared Charles F. Flint, Sidney Spalding, J. W. Peele, Josiah B. French, Caleb Livingston, Wm. E. Livingston, and N. B. Perkins, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief. Before me,

F. H. NOURSE, *Justice of the Peace.*

LOWELL, December 24, 1860.

TWELFTH

ANNUAL REPORT

OF THE

South Reading Branch Railroad,

FOR THE YEAR ENDING

NOVEMBER 30, 1860.

SALEM:

WILLIAM IVES AND GEORGE W. PEASE, PRINTERS.

OPERATOR OFFICE.

1860.



REPORT

OF THE DIRECTORS OF THE

SOUTH READING BRANCH RAILROAD CORPORATION,

For the Year Ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

[General Statutes, Chap. 63, Sections 132 to 135.]

Capital Stock,		\$400,000 00
Number of shares of capital stock issued,		
Increase of capital, since last Report,		
Capital paid in, per last Report,	\$209,532 73	
Capital paid in, since last Report,		
Total amount of capital stock paid in,	209,532 73	
Funded debt, per last Report,		
Funded debt, paid since last Report,		
Funded debt, increase of, since last Report,		
Total present amount of funded debt,		
Floating debt, per last Report,		
Floating debt, paid since last Report,		
Floating debt, increase of, since last Report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest per annum, paid during the year,		
Maximum amount of debts during the year,		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report,		103,936 88
For graduation and masonry, paid during the past year,		
Total amount expended for graduation and masonry,		103,936 88
For wooden bridges, per last Report,	585 73	
For wooden bridges, paid during the past year,		
Total amount expended for wooden bridges,		585 73
Total amount expended for iron bridges (if any,)		
For superstructure, including iron, per last Report,	61,539 27	
For superstructure including iron, paid during past year,		
Total amount expended for superstructure, including iron,		61,539 27
For stations, buildings and fixtures, per last Report,	9,303 03	
For stations, buildings and fixtures, paid during past year,		
Total amount expended for stations, buildings and fixtures,		9,303 03
For land, land-damages and fences, per last Report,	50,507 80	
For land, land-damages and fences, paid during past year,		
Total amount expended for land, land-damages and fences,	50,507 80	
Carried forward	\$225,872 71	

Brought forward, - - -		\$225,872 71	
For locomotives, per last Report,	} Owns no Equipment.		
For locomotives, paid during the past year,			
Total amount expended for locomotives,			
For passenger and baggage cars, per last Report,			
For passenger and baggage cars, paid during the past year,			
Total amount expended for passenger and baggage cars,			
For merchandise cars, per last Report,			
For merchandise cars, paid during the past year,			
Total amount expended for merchandise cars,			
For engineering, per last Report,		7,404 57	
For engineering, paid during the past year;			
Total amount expended for engineering,		7,404 57	
For agencies and other expenses, per last Report,		66,191 08	
For agencies and other expenses, paid during the past year			
Total amount expended for agencies and other expenses,		66,191 08	
Total cost of road and equipment,		<u>\$299,468 36</u>	
Amount of assets or property held by the corporation in addition to the cost of the road,			

CHARACTERISTICS OF ROAD.

Length of road,	8.15 Miles.
Length of single main track,	8.15 Miles.
Length of double main track,	
Length of branches owned by the Company, stating whether they have a single or double track,	Single track, 1150 feet.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	9257 feet.
Weight of rail, per yard, in main road,	60 lbs
Weight of rail, per yard, in branch roads, (specify the different weights per yard,)	60 lbs.
Maximum grade, with its length, in main road,	Length 2200 ft. 52.8 ft.
Maximum grade, with its length, in branch roads,	" 900 " 40 "
Total rise and fall in main road,	237.6 feet
Total rise and fall in branch roads,	5 "
Shortest radius of curvature, with length of curve, in main road,	425 ft. length 290 ft.
Shortest radius of curvature, with length of curve, in branch roads,	350 ft " 100 "
Total degrees of curvature, in main road,	232° 15'
Total degrees of curvature, in branch roads,	80° 41'
Total length of straight line, in main road,	6.85 Miles.
Total length of straight line, in branches,	578 feet.
Aggregate length of wooden truss bridges,	326 "
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	12
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	4
Way stations for accommodation trains,	2
Flag stations,	4
Whole number of way stations,	2
Whole number of flag stations,	

DOINGS DURING THE YEAR.

Miles run by passenger trains,	25,120
Miles run by freight trains,	
Miles run by other trains,	
Total miles run,	25.120
Number of passengers carried in the cars,	55,549
Number of passengers carried one mile,	398,257
Number of tons of merchandise carried in the cars,	13,160
Number of tons of merchandise carried one mile,	53,897
Number of passengers carried one mile, to and from other roads,	203,701
Number of tons carried one mile, to and from other roads,	44,100
Rate of speed adopted for express passenger trains, including stops,	21 Miles per hour.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	20 " " "
Rate of speed adopted for accommodation trains,	21 " " "
Rate of speed actually attained by accommodation trains, including stops and detentions,	20 " " "
Average rate of speed actually attained by special trains, including stops and detentions,	20 " " "
Average rate of speed adopted for freight trains, including stops,	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	89,604
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	44,910

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	\$2,254 83
For repairs of wooden bridges,	
For wages of switchmen, av. per month, \$ _____	} Total.
For wages of gate-keepers, av. per month, \$ _____	
For wages of signal-men, av. per month, \$ _____	
For wages of watchmen, av. per month, \$ _____	
Number of men employed, exclusive of those engaged in construction,	14
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
Total for maintenance of way,	<u>2,254 83</u>

MOTIVE POWER AND CARS.

For repairs of locomotives,	\$1,884 00
For new locomotives, to cover depreciation,	
For repairs of passenger cars,	1,527 20
For new passenger cars, to cover depreciation,	
For repairs of merchandise cars,	
For new merchandise cars, to cover depreciation,	
For repairs of gravel and other cars,	
Total for maintenance of motive power and cars,	<u>3,411 20</u>
Carried forward,	\$5,666 03

Brought forward,		\$5,666 03
Number of engines,	} Owns no Equipment.	
Number of passenger cars,		
Number of baggage cars,		
Number of merchandise cars,		
Number of gravel cars,		
MISCELLANEOUS.		
For fuel used by engines during the year, viz.:		
1. Wood, number of cords, 1002. Cost of the same,		\$4,882 85
2. Coal, number of tons, (reckoning 2,240 lbs to the ton.)		
Cost of the same,		
For oil used by cars and engines, 372 gallons,		384 16
For waste and other material for cleaning,		
For salaries, wages and incidental expenses, chargeable to passenger department,		5,315 96
For salaries, wages and incidental expenses, chargeable to freight department,		
For gratuities and damages,		
For taxes,		27 30
For ferries,		
For repairs of station buildings, aqueducts, fixtures, fur- niture and other station expenses		1,401 12
For renewals of iron, including laying down,		
For new iron laid down, deducting the value of old iron taken up,		
For amount paid other companies, in tolls for passengers and freight, carried on their roads, specifying each company,		
For amount paid other companies, as rent for use of their roads, specifying each company, Essex Railroad,		3,200 00
For office expenses,		20 75
Total Miscellaneous,		<u>15,232, 14</u>
Total expenditures for working the road,		20,898 17
Total amount of interest paid during the year,		<u><u>20,898 17</u></u>
INCOME DURING THE YEAR.		
<i>For Passengers:—</i>		
1. On main road, including branches owned by company	3,234 00	
2. To and from other reads, specifying what. Boston and Maine R. R.	11,986 43	\$15,220 43
<i>For Freight:—</i>		
1. On main road and branches owned by company,	840 22	
2. To and from other connecting roads,	1646 65	2,486 87
U. S. Mails,		
Rents and Miscellaneous		450 71
Total income,		18,158 01
Loss,		<u><u>\$2,740 16</u></u>

DIVIDENDS.

Per cent. Total,	.	.	.	.	.
Surplus not divided,	.	.	.	.	.
Surplus last year,	.	.	.	.	.
Total surplus,	.	.	.	.	.

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Of roads and bridges,	.	.	.	.
Buildings,	.	.	.	.
Engines and cars,	.	.	.	.

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,	.	.	.	.
Mortgage debt paid since last report,	.	.	.	.
Increase of mortgage debt since last report,	.	.	.	.
Present amount of mortgage debts,	.	.	.	.
Number of mortgages on road and franchise, or any prop- erty of the corporation,	.	.	.	.

GEORGE M. BROWNE,
N. D. CHASE,
HENRY L. WILLIAMS,
MICAJAH LUNT,
W. L. DWIGHT,
S. HOOPER,

Directors
of the
South Reading
Branch Railroad
Corporation.

SUFFOLK, ss., December 20, 1860. Then personally appeared George M. Browne, N. D. Chase, Henry L. Williams, Micajah Lunt, W. L. Dwight, S. Hooper, and severally made oath that the foregoing statement by them subscribed, is true to the best of their knowledge and belief.

Before me,

C. M. ELLIS,

Justice of the Peace.



FIFTEENTH ANNUAL REPORT

OF THE

SOUTH SHORE RAIL ROAD COMPANY,

Being for the Year ending November 30, 1860.

To be returned to the Secretary of the Commonwealth, together with 1000 printed copies of the same, on or before the first Wednesday in January next.

GENERAL STATUTES, Chap. 63, Sections 132 to 135.

Capital Stock, - - - - -		\$600,000
Number of shares of capital stock issued,	10,000	
Increase of capital, since last Report, -	none	
Capital paid in, per last Report, - -	259,685	
Capital paid in, since last Report, -		
Total amount of capital stock paid in,		259,685
Funded debt, per last Report, - -	153,290	
Funded debt, paid since last Report, -	3,290	
Funded debt, increase of, since last Report,		
Total present amount of funded debt,		150,000
Floating debt, per last Report - -	2,820 85	
Floating debt, paid since last Report, -	429 42	
Floating debt, increase of, since last Report,		
Total present amount of floating debt		2,391 43
Total present amount of funded and floating debt, - - - - -		152,391 43
Average rate of interest per annum, paid during the year, - - - - -	6 per cent.	
Maximum amount of debts during the year,		
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last Report,	125,382 06	
For graduation and masonry, paid during the past year, - - - - -		
Total amount expended for graduation and masonry, - - - - -		125,382 06

For wooden bridges, per last Report, -	13,448 50	
For wooden bridges, paid during the past yr.		
Total am't expended for wooden bridges		13,448 50
Total amount expended for iron bridges		
For superstructure, including iron, per last Report, - - - - -	82,063 10	
For superstructure, including iron, paid during the last year, - - - - -		
Total amount expended for superstructure, including iron, - - - - -		82,063 10
For stations, buildings and fixtures, per last Report, - - - - -	29,529 82	
For stations, buildings and fixtures, paid during the past year, - - - - -		
Total am't expended for stations, buildings and fixtures, - - - - -		29,529 82
For land, land-damages and fences, per last Report, - - - - -	101,977 56	
For land, land-damages and fences, paid during the past year, - - - - -		
Total amount expended for land, land-damages and fences, - - - - -		101,977 56
For locomotives, per last Report, -	15,600 50	
For locomotives, paid during the past year, -		
Total amount expended for locomotives, -		15,600 50
For passenger and baggage cars, per last Report, - - - - -	17,026 19	
For passenger and baggage cars, paid during the past year, - - - - -		
Total amount expended for passenger and baggage cars, - - - - -		17,026 19
For merchandise cars, per last Report, -	6,799 34	
For merchandise cars, paid during the past year, - - - - -		
Total amount expended for merchandise cars, - - - - -		6,799 34
For engineering, per last Report, - -	13,402 81	
For engineering, paid during the past year, -		
Total amount expended for engineering, -		13,402 81
For agencies and other expenses, per last Report, - - - - -	96,363 08	
For agencies and other expenses, paid during the past year, - - - - -		
Total amount expended for agencies and other expenses, - - - - -		96,363 08
Total cost of road and equipment,		501,592 96
Amount of assets or property held by the corporation, in addition to the cost of the road, - - - - -		

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	11.5 miles.
Length of single main track, - -	11.5 "
Length of double main track, - -	
Length of branches owned by the Company, stating whether they have a single or double track, - - - - -	
Aggregate length of sidings and other tracks, excepting main tracks and branches, -	2100 feet
Weight of rail, per yard, in main road,	52 lbs.
Weight of rail, per yard, in branch roads (specify the different weights per yard),	
Maximum grade, with its length, in main road, - - - - -	34 $\frac{8.5}{100}$ ft. for 3 $\frac{1}{2}$ miles.
Maximum grade, with its length, in branch roads, - - - - -	
Total rise and fall in main road, - -	259 $\frac{4}{10}$ feet
Total rise and fall in branch roads, -	
Shortest radius of curvature, with length of curve, in main road, - - - - -	{ 477 $\frac{1}{2}$ ft. for 697 $\frac{1}{2}$ feet at junc. O. C. & F.R.R.R.
Shortest radius of curvature, with length of curve, in branch roads, - - - - -	
Total degrees of curvature, in main road,	704° 42'
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	7 $\frac{8}{10}$ miles
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	50 feet
Aggregate length of all other wooden bridges, - - - - -	1000 feet
Aggregate length of iron bridges, -	
Whole length of road unfenced on both sides,	$\frac{1}{8}$ mile
Number of public ways crossed at grade,	25
Number of railroads crossed at grade, -	
Remarks, - - - - -	
Way stations, for express trains, - -	
Way stations, for accommodation trains,	8
Flag stations, - - - - -	2
Whole number of way stations, -	8
Whole number of flag stations, - -	2

DOINGS DURING THE YEAR.

Miles run by passenger trains (in addition our cars have run 20,460 miles over the O. C. & F. R. R. R.), - - -	23,529
Miles run by freight trains, - - -	
Miles run by other trains, - - -	
Total miles run, - - - - -	23,529

Number of passengers carried in the cars,	133,368
Number of passengers carried one mile,	800,448
Number of tons merch'dise carried in cars,	2,462
Number of tons of merchandise carried 1 m.	24,262
Number of passengers carried one mile, to and from other roads, - - -	713,311
Number of tons carried one mile, to and from other roads, - - - - -	23,881
Rate of speed adopted for express passen- ger trains, including stops, - - -	
Average rate of speed actually attained by express passenger trains, including stops and detentions, - - - - -	
Rate of speed adopted for accom. trains,	22 m. per hour
Rate of speed actually attained by accommo. trains, including stops and detentions,	22 m. " "
Average rate of speed actually attained by special trains, incl. stops and detentions,	
Average rate of speed adopted for freight trains, including stops and detentions,	
Estimated weight in tons of passenger cars (not including passengers), hauled 1 mile,	64,369
Estimated weight in tons of merchandise cars (not including freight), hauled 1 m.	14,897

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way ex- clusive of wooden bridges, and renewals of iron, - - - - -	4,450 24
For repairs of wooden bridges, - - -	200 00
For wages of switchmen, average per month, - - - - - \$	} 705
For wages of gate-keepers, average per month, - - - - - \$	
For wages of signal-men, average per month, - - - - - \$	
For wages of watchmen, average per month, - - - - - \$33 75	
Number of men employed, exclusive of those engaged in construction, - - -	32
For removing ice and snow (this item to include all labor, tools, repairs, and extra steam power used), - - - - -	
For repairs of fences, gates, houses for sig- nal-men, gate-keepers, switchmen, tool- houses, - - - - -	
Total for maintenance of way, - - -	5,355 24

MOTIVE POWER AND CARS.

For repairs of locomotives (work done in shop), - - - - -	1,510 00	
For new locomotives, to cover depreciation,		
For repairs of passenger cars, - - -	1,115 03	
For new pass. cars, to cover depreciation,		
For repairs of merchandise cars, - - -	75 00	
For new merchandise cars, to cover depreciation, - - - - -		
For repairs of gravel and other cars, -		
Total for maintenance of motive power and cars, - - - - -		2,700 03
Number of engines, - - - - -	2	
Number of passenger cars, - - - - -	7	
Number of baggage cars, - - - - -	2	
Number of merchandise cars, - - - - -	8	
Number of gravel cars, - - - - -	7	

MISCELLANEOUS.

For fuel used by engines, during the year, viz.—Wood, number of cords, - - -	}	2,741 69
Cost of coal, - - - - -		
Coal, number of tons (reck'g 2,240 lbs. to the ton), - - -		
Cost of the same, - - - - -		
For oil, used by cars and engines, - - -		313 79
For waste and other material for cleaning, - - -		85 85
For salaries, wages and incidental expenses, chargeable to passenger department, - - -	}	8,098 49
For salaries, wages and incidental expenses, chargeable to freight department, - - -		
For gratuities and damages, - - - - -		175 00
For taxes and insurance, - - - - -		262 01
For ferries, - - - - -		
For repairs of station buildings, aqueducts, fixtures, furniture, - - - - -		95 65
For renewals of iron, including laying down, For new iron laid down, deducting the value of old iron taken up, - - - - -		
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company (Old C. and F. River R. R.), - - - - -		21,832 06

For amount paid other companies, as rent for use of their roads, specifying each company, - - - - -		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	1,000	
Total Miscellaneous, - - - - -		34,604 54
Total expenditures for working the road, - - - - -		42,659 81
Total amount of interest paid during the year, - - - - -	8,658 00	

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company, - - - - -	33,289 04	
2. To and from other roads, specifying what. (O. C. & F. River R. R.), - - - - -	19,274 91	

For Freight:—

1. On main road and branches owned by company, - - - - -	3,350 41	
2. To and from other connecting roads, - - - - -	2,557 15	
U. S. Mails, - - - - -	900 00	
Rents and interest, - - - - -	663 46	
Total income, - - - - -		60,034 97
Net earnings, after deducting expenses, - - - - -		17,375 16

DIVIDENDS.

per cent. Total, - - - - -		
Surplus not divided, - - - - -	8,717 16	
Surplus last year, - - - - -	44,224 68	
Total surplus (a part of this surplus is in our first mortgage bonds, \$38,700, purchased and paid for), - - - - -		52,941 84

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ. :

Roads and bridges, - - - - -	
Building - - - - -	
Engines and cars, - - - - -	

SOUTH SHORE RAILROAD.

7

MORTGAGE DEBTS.	
Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last Report, - - -	153,290 00
Mortgage debt, paid since last Report,	3,290 00
Mortgage debt, increase of, since last Rep't,	
Total present amount of mortgage debt,	150,000 00
Number of mortgages on road and franchise, or any property of the Corporation, -	Three.

WM. HUMPHREY,
 JOHN W. LOUD,
 ELLIOT L. WHITE,
 CHARLES HUMPHREY,
 MINOT TIRRELL,
 JOSEPH LOUD, JR. } *Directors.*

SUFFOLK, ss. Dec. 29, 1860. Personally appeared the above-named Wm. Humphrey, John W. Loud, Elliot L. White, Charles Humphrey, Minot Tirrell, and Joseph Loud, Jr., and severally made oath that the foregoing statement, by them subscribed, is true to the best of their knowledge and belief.

Before

FREDERIC Z. SEYMOUR, *Justice of the Peace.*

ANNUAL REPORT

OF THE

STOCKBRIDGE AND PITTSFIELD
RAIL ROAD COMPANY,

FOR 1860.

REPORT

OF THE

Stockbridge and Pittsfield Rail Road.

Report of the Directors of the Stockbridge and Pittsfield Railroad Corporation for the year ending November 30, 1860.

Capital Stock, - - - - -	\$448,700
Number of shares of capital stock issued, - - -	4,487
Capital paid in, per last Report, - - - - -	448,700
Total amount of capital stock paid in, - - -	448,700
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last Report, -	\$154,263
Total amount expended for graduation and masonry, - - - - -	154,263
For wooden bridges, per last Report, - - - - -	8,489
Total amount expended for wooden bridges, -	8,489
For superstructure, including iron, per last Report,	163,413
Total amount expended for superstructure, including iron, - - - - -	163,413
For stations, buildings and fixtures, per last Report,	30,700
Total amount expended for stations, buildings and fixtures, - - - - -	30,700
For land, land-damages and fences, per last Report,	70,000
Total amount expended for land, land-damages and fences, - - - - -	70,000
For passenger cars, per last Report, - - - - -	4,100
Total amount expended for passenger cars, -	4,100
For engineering, per last Report, - - - - -	8,000
Total amount expended for engineering, - - -	8,000
For agencies and other expenses, per last Report, -	9,735
Total amount expended for agencies and other expenses, - - - - -	9,735
Total cost of road and equipment, - - - - -	448,700
Amount of assets or property held by the corporation in addition to the cost of the road, - - -	25 shares of its stock.

* CHARACTERISTICS OF ROAD.

Length of Road, - - - - -	21 93-100 miles.
Length of single main track, - - - - -	21 93-100 miles.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, - - - - -	5,700 feet.
Weight of rail, per yard, in main road, - - - - -	54 lbs., 56 lbs., 60 lbs.
Maximum grade, with its length, in branch roads, - - - - -	42 ft. length 92-100mls
Total rise and fall in main road, - - - - -	Rise 262 ft., Fall 93 ft.
Shortest radius of curvature, with length of curve, in main road, - - - - -	515 ft., Length 858 ft.
Total degrees of curvature, in main road, - - - - -	2011°
Total length of straight line, in main road, - - - - -	11 46-100 miles.
Aggregate length of wooden truss bridges, - - - - -	932 feet.
Aggregate length of all other bridges, - - - - -	20 feet.
Number of public ways crossed at grade, - - - - -	21
Way stations for accommodation trains, - - - - -	9
Flag stations, - - - - -	1
Whole number of way stations, - - - - -	9
Whole number of flag stations, - - - - -	1

DOINGS DURING THE YEAR.

Rate of speed adopted for accommodation trains, - - - - -	25 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, - - - - -	20 miles per hour.
Average rate of speed adopted for freight trains, including stops, - - - - -	7 miles per hour.

EXPENDITURES FOR WORKING THE ROAD.

Leased to Housatonic Rail Road Co. at 7 per cent. per annum, they paying all expenses and keeping all accounts.

MOTIVE POWER AND CARS.

Number of passenger cars, - - - - -	2
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4 REPORT OF STOCKBRIDGE AND PITTSFIELD RAILROAD CO.

INCOME DURING THE YEAR.	
Rents, - - - - -	\$31,409
Total income, - - - - -	31,409
Net earnings after deducting expenses, - . -	31,409

DIVIDENDS.	
Seven per cent. Total, - . - . -	\$31,409

THOMAS HURLBUT, D. R. WILLIAMS, E. H. OWEN, WILLIAM WHITNEY,	}	<i>Directors of the Stockbridge and Pittsfield Railroad Corporation.</i>
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BERKSHIRE SS. December 11, 1860. Then personally appeared Thomas Hurlbut, D. R. Williams, E. H. Owen, and William Whitney, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

J. Z. GOODRICH,

Justice of the Peace.

ANNUAL REPORT

OF THE DIRECTORS OF THE

Stony Brook Railroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock,			
Number of shares of capital stock issued,			} By Charter, 300,000 00; by vote 275,000; stock issued 267,300 2,673
Increase of capital, since last report,			
Capital paid in, per last report,			
Capital paid in, since last report,		267,300 00	
Total amount of capital stock paid in,			267,300 00
Funded debt, per last report,			} No Debts.
Funded debt, paid since last report,			
Funded debt, increase of, since last report,			
Total present amount of funded debt,			
Floating debt, per last report,			
Floating debt, paid since last report,			
Floating debt, increase of, since last report,			
Total present amount of floating debt,			
Total present amount of funded and floating debt,			
Average rate of interest per annum, paid during the year,			
Maximum amount of debts during the year,			
COST OF ROAD AND EQUIPMENT.			
For graduation and masonry, per last report,	82,898 72		
For graduation and masonry, paid during the past year,			
Total amount expended for graduation and masonry,		82,898 72	
For wooden bridges, per last report,	3,600 03		
For wooden bridges' paid during the past year,			
Total amount expended for wooden bridges,		3,600 03	
Total amount expended for iron bridges (if any),			
For superstructure, including iron, per last report,	118,197 05		
For superstructure, including iron, paid during the past year,			
Total amount expended for superstructure, including iron,		118,197 05	
For stations, buildings and fixtures, per last report,	11,462 51		
For stations, buildings and fixtures, paid during the past year,			
Total amount expended for stations, buildings and fixtures,		11,462 51	
For land, land-damages and fences, per last report,	25,654 84		
For land, land-damages and fences, paid during the past year,			
Total amount expended for land, land-damages and fences,		25,654 84	
For locomotives, per last report,			
For locomotives, paid during the past year,			
Total amount expended for locomotives,			
For passenger and baggage cars, per last report,			
For passenger and baggage cars, paid during the past year,			
Total amount expended for passenger and baggage cars,			
For merchandise cars, per last report,			
For merchandise cars, paid during the past year,			
Total amount expended for merchandise cars,			
For engineering, per last report,	8,249 72		
For engineering, paid during the past year,			
Total amount expended for engineering,		8,249 72	
For agencies and other expenses, per last report,	17,320 70		
For agencies and other expenses, paid during the past year,			

Total amount expended for agencies and other expenses,	17,320 70
Total cost of road and equipment,	<u>\$267,883 87</u>
Amount of assets or property held by the corporation in addition to the cost of the road,	

CHARACTERISTICS OF ROAD.

Length of road,	13.16 miles.
Length of single main track,	13.16 miles.
Length of double main track,	
Length of branches owned by the Company, stating whether they have a single or double track,	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	4949 feet.
Weight of rail, per yard, in main road,	56 lbs.
Weight of rail, per yard, in branch roads, (specify the different weights per yard.)	
Maximum grade, with its length, in main road,	38.60 feet and 1.36 miles.
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	207.59 feet.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve, in main road,	955.21 mile.
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature, in main road,	612°
Total degrees of curvature, in branch roads,	
Total length of straight line, in main road,	8.59 miles.
Total length of straight line, in branches,	
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges,	510 feet.
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	13
Number of railroads crossed at grade,	1
Remarks,	
Way stations for express trains,	4
Way stations for accommodation trains,	3
Flag stations,	4
Whole number of way stations,	4
Whole number of flag stations,	3

DOINGS DURING THE YEAR.

Miles run by passenger trains,	
Miles run by freight trains,	
Miles run by other trains,	
Total miles run,	
Number of passengers carried in the cars,	
Number of passengers carried one mile,	
Number of tons of merchandise carried in the cars,	
Number of tons of merchandise carried one mile,	
Number of passengers carried one mile, to and from other roads,	
Number of tons carried one mile, to and from other roads,	
Rate of speed adopted for express passenger trains, including stops,	
Average rate of speed actually attained by express passenger trains, including stops and detentions,	
Rate of speed adopted for accommodation trains,	
Rate of speed actually attained by accommodation trains, including stops and detentions,	
Average rate of speed actually attained by special trains, including stops and detentions,	
Average rate of speed adopted for freight trains, including stops,	
Estimated weight in tons of passenger cars (not including passengers) hauled one mile,	
Estimated weight in tons of merchandise cars (not including freight) hauled one mile,	
	Reported by the Nashua & Lowell Railroad Company.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,
 For repairs of wooden bridges,
 For wages of switchmen, average per month, \$ _____
 For wages of gate-keepers, average per month, \$ _____
 For wages of signal men, average per month, \$ _____
 For wages of watchmen, average per month, \$ _____
 Number of men employed, exclusive of those engaged in construction,
 For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)
 For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,
 Total for maintenance of way,

Reported by Nashua & Lowell Railroad.

MOTIVE POWER AND CARS.

For repairs of locomotives,
 For new locomotives, to cover depreciation,
 For repairs of passenger cars,
 For new passenger cars, to cover depreciation,
 For repairs of merchandise cars,
 For new merchandise cars, to cover depreciation,
 For repairs of gravel and other cars,
 Total for maintenance of motive power and cars,
 Number of engines,
 Number of passenger cars,
 Number of baggage cars,
 Number of merchandise cars,
 Number of gravel cars,

Reported by Nashua & Lowell Railroad.

MISCELLANEOUS.

For fuel used by engines during the year, viz. :—
 Wood, number of cords. Cost of the same,
 Coal, number of tons, (reckoning 2,240 lbs. to the ton.) Cost of same,
 For oil used by cars and engines,
 For waste and other material for cleaning,
 For salaries, wages, and incidental expenses, chargeable to passenger department,
 For salaries, wages, and incidental expenses, chargeable to freight department,
 For gratuities and damages,
 For taxes and insurance,
 For ferries,
 For repairs of station buildings, aqueducts, fixtures, furniture,
 For renewals of iron, including laying down,
 For new iron laid down, deducting the value of old iron taken up,
 For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,
 For amount paid other companies, as rent for use of their roads, specifying each company,
 For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,
 Total Miscellaneous,
 Total expenditures for working the road,
 Total amount of interest paid during the year,

Reported by Nashua & Lowell Railroad.

INCOME DURING THE YEAR.

For Passengers :—
 1. On main road, including branches owned by company,
 2. To and from other roads, specifying what,
 For Freight :—
 1. On main road and branches owned by company,
 2. To and from other connecting roads,
 U. S. Mails,
 Rents,

Amount received of Nashua and Lowell Railroad for the year.

Total income,

17,700 00

Net earnings after deducting expenses,

17,389 76

DIVIDENDS.

6½ Per cent. Total,
Surplus not divided,
Surplus last year,
Total surplus,

17,374 50
508 41
39 06

808 41

ESTIMATED DEPRECIATION BEYOND THE RENEW-ALS, viz.:

Of road and bridges
Buildings,
Engines and cars,

} Nothing.

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report,
Mortgage debt paid since last report,
Increase of mortgage debt since last report,
Present amount of mortgage debts,
Number of mortgages on road and franchise, or any property of the corporation.

} None.

TAPPAN WENTWORTH, { Directors of the Stony } SEWALL G. MACK,
WILLIAM' A. BURKE, { Brook R. R. Company. } B. F. CLARK.

MIDDLESEX, ss. — Then personally appeared Tappan Wentworth, William A. Burke, Sewall G. Mack, and B. F. Clark, and severally made oath to the truth of the foregoing statement by them subscribed. Before me,

S. W. STICKNEY, *Justice of the Peace.*

December 26, 1860.

SEVENTEENTH ANNUAL REPORT

— OF THE —

Stoughton Branch Railroad Company.

Return of the Stoughton Branch Railroad Corporation, for the year ending Nov. 30th, 1860, under the Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168, and 240; 1858, Chap. 46.

Capital Stock,	\$85,400 00.	
Number of shares of capital stock issued,	854.	
Increase of capital, since last report,	None.	
Capital paid in per last report,		85,400 00.
Capital paid in since last report,	None.	
Total amount of capital stock paid in,		\$85,400 00
Funded debt, per last report,	} No debts.	
Funded debt paid since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt, paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Total present amount of funded and floating debt,		
Average rate of interest per annum, paid, during the year,		
Maximum amount of debts during the year		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report.	38,401 98.	
For graduation and masonry, paid during the past year,	None.	
Total amount expended for graduation and masonry,		38,401 98
For wooden bridges, per last report,	1,770 06.	
For wooden bridges, paid during the past year,	None.	
Total amount expended for wooden bridges,		1,770 06.
Total amount expended for iron bridges, (if any,)	None.	
For superstructure, including iron, per last report,	30,689 55.	
For superstructure, including iron, paid during the past year,	171 25.	
Total amount expended for superstructure, including iron,		30,860 80.
For stations, buildings and fixtures, per last report,	12,333 36.	
For stations, buildings and fixtures, paid during the past year,	3.42.	
Total amount expended for stations, buildings and fixtures,		12,336 78.
For land, land-damages and fences, per last report,	8,945 51.	
For land, land damages and fences, paid during the past year,	None.	

Total amount expended for land, land-damages and fences,	8.945 51.
For locomotives, per last report,	
For locomotives, paid during the past year,	
Total amount expended for locomotives,	
For passenger cars, per last report,	4.450 00
For passenger and baggage cars, paid during the past year,	None.
Total amount expended for passenger cars,	4.450 00.
For merchandise cars, per last report,	
For merchandise cars, paid during the past year,	
Total amount expended for merchandise cars,	
For engineering, per last report,	2.887 50.
For engineering, paid during the past year,	
Total amount expended for engineering,	2.887 50.
For agencies and other expenses, per last report,	
For agencies and other expenses, paid during the past year,	
Total amount expended for agencies and other expenses	
Total cost of road and equipment,	99.652 63.
Amount of assets or property held by the corporation in addition to the cost of the road.	

CHARACTERISTICS OF ROAD.

Length of road,	4 miles 222 feet.
Length of single main track,	4 miles 222 feet.
Length of double main track,	
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	3274 feet.
Weight of rail, per yard, in main road,	56 lbs.
Weight of rail, per yard, in branch roads,	None.
Specify the different weights, per yard,	
Maximum grade, with its length, in main road,	46 feet per mile for 740
Maximum grade, with its length in branch roads,	[feet.
Total rise and fall in main road,	135 51-100 feet.
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve, in main road,	} 1080 radius length of curvature 682 feet.
Shortest radius of curvature, with length of curve, in branch roads,	
Total degrees of curvature, in main road,	None.
Total degrees of curvature, in branch roads,	172°
Total length of straight line, in main road,	2 miles 207 feet.
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	50 feet 6 inches.
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	None.
Whole length of road unfenced on both sides,	None except the cross-
Number of public ways crossed at grade,	Six. [ings.
Number of railroads crossed at grade,	None.
Remarks,	
Way stations for express trains,	None.
Way stations for accommodation trains,	Three.
Flag stations,	None.
Whole number of way stations,	Three.
Whole number of flag stations,	None.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	5.032.
Miles run by freight trains,	Freight and pass. trains
Miles run by other trains,	[connected.
Total miles run,	5.032.
Number of passengers carried in the cars,	81.296.
Number of passengers carried one mile,	243.044.
Number of tons merchandise carried in the cars,	30.108 19.
Number of tons merchandise carried one mile,	74.943 76.
Number of passengers carried one mile, to and from other roads,	216.508.
Number of tons carried one mile, to and from other roads,	67.548 64
Rate of speed adopted for express passenger trains including stops,	} No Express trains.
Average rate of speed actually attained by express passenger trains, including stops and detentions,	
Rate of speed adopted for accommodation trains,	} 18 miles per hour.
Rate of speed actually attained by accommodation trains including stops and detentions,	
Average rate of speed actually attained by special trains, including stops and detentions	
Average rate of speed adopted for freight trains, including stops and detentions,	
Estimated weight in tons of passenger cars, (not including passengers,) hauled one mile,	
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,	} Done by Boston & Prov. R. R. Co.
For repairs of wooden bridges,	
For wages of switchmen, average per month, \$	} Nothing.
For wages of gate-keepers, average per month, \$	
For wages of signal-men, average per month, \$	
For wages of watchmen, average per month, \$	
Number of men employed, exclusive of those engaged in construction,	} Done by Boston & Prov. R. R. Co.
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses,	
Total for maintenance of way,	

MOTIVE POWER AND CARS.

For repairs of locomotives,	} Furnished by Boston and Prov. R. R. Co.
For new locomotives, to cover depreciation,	
For repairs of passenger cars,	} 307 53.
For new passenger cars, to cover depreciation,	
For repairs of merchandise cars,	
For new merchandise cars, to cover depreciation,	
For repairs of gravel and other cars,	
Total for maintenance of motive power and cars,	} Furnished by Boston and Prov. R. R. Co.
Number of engines,	
Number of passenger cars,	

Number of baggage cars,		
Number of Merchandise cars,		
Number of gravel cars,		
MISCELLANEOUS.		
For fuel used by engines during the year, viz :—		
Wood, number of cords, Cost of the same,	} Paid by the Boston and Providence R. R. Co.	
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) Cost of coal,		
For oil used by cars,		32 25.
For waste and other materials for cleaning,		
For salaries, wages and incidental expenses, chargeable to passenger department,		
For salaries, wages and incidental expenses, chargeable to freight department,		
For gratuities and damages,		
For insurance,		20 00.
For ferries,		
For repairs of station buildings, aqueducts, fixtures, furniture,		3 42
For renewals of iron, including laying down,		35 10.
For new iron laid down during the year, deducting the value of old rail taken up,		171 25.
For amount paid other companies, in tolls for passen- gers and freight carried on their roads, specifying each company. Boston & Prov. R. R. Co.		20.402 16.
For amount paid other companies, as rent for use of their roads, specifying each Co. B. & P. R. R. Co.		4.338 96.
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,		133 87.
Total Miscellaneous,		
Total expenditures for working the road,		25.444 54
Total amount of interest paid during the year,		
INCOME DURING THE YEAR.		
<i>For Passengers :</i>		
1. On main road, including branches owned by comp'y		628 44.
2. To and from other roads, specifying what,		19.709 77.
<i>For Freight :—</i>		
1. On main road and branches owned by company,		408 36.
2. To and from other connecting roads,		13.176 90.
U. S. Mails,		69 00.
Rents store cars and interest,		747 86.
Total income,		34.740 33.
Net earnings, after deducting expenses, including Rent of store cars and interest,		9.295 79.
DIVIDENDS.		
Eight per cent Total,		6.832 00.
Surplus not divided,		2.463 79.
Surplus last year,		6.736 66.
Total Surplus,		9.200 45.

 ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
 VIZ :

Of Roads and Bridges,	} Kept in repair by Boston and Providence R. R. Co.
Buildings,	
Engines and Cars,	

MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,	} No debts.
Mortgage debt, paid since last report,	
Increase of Mortgage debt, since last report,	
Present amount of mortgage debts,	
Number of mortgages on road and franchise, or any property of the corporation.	

F. W. LINCOLN,	} Directors.
OAKES AMES,	
MARTIN WALES,	

SUFFOLK, ss. *December 22d, 1860.* Then personally appeared F. W. Lincoln, Oakes Ames, and Martin Wales, above named, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

S. T. SNOW, *Justice of the Peace.*

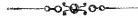
Twenty-Sixth

ANNUAL REPORT

OF THE

Taunton Branch Rail Road

COMPANY.



TAUNTON:

HACK'S BOOK AND JOB PRESS, 7 UNION BLOCK.

1860.

Twenty-sixth Annual Report

OF THE

TAUNTON BRANCH RAIL ROAD COMPANY.

*Report of the Taunton Branch Railroad, for the year ending November 30, 1860.—
General Statutes, chap. 63, sections 132 to 135.*

Capital Stock,		\$250,000 00
Increase of Capital since last Report		
Capital paid in per last report,	\$250,000 00	
Capital paid in since last report,		
Total amount of Capital Stock paid in,		250,000 00
Number of shares of Capital Stock issued,	2500	
Funded debt, per last report,		
Funded debt paid, since last report,		
Funded debt, increase of, since last report,		
Total present amount of funded debt,		
Floating debt, per last report,		
Floating debt paid since last report,		
Floating debt, increase of, since last report,		
Total present amount of floating debt,		
Maximum amount of debts during the year,		
Average rate of interest per annum, paid during the year,		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report,	\$9,855 38
For graduation and masonry, paid during the past year,	
Total amount expended for graduation and masonry,	\$9,855 38
For wooden bridges, per last report,	
For wooden bridges, paid during the past year,	
Total amount expended for wooden bridges,	
Total amount expended for iron bridges, (if any,)	
For superstructure, including iron, per last report,	\$92,248 56
For superstructure, including iron, paid during the past year,	

Total amount expended for superstructure, including iron,		92,248 56
For stations, buildings, and fixtures, per last report,	47,056 49	
For stations, buildings, and fixtures, paid during the past year,		
Total amount expended for stations, buildings and fixtures,		47,056 49
For land, land damages, and fences, per last report,	30,728 88	
For land, land damages, and fences, paid during the past year,		
Total amount expended for land, land damages, and fences,		30,728 88
For locomotives, per last report,	16,383 67	
For locomotives, paid during the past year,		
Total amount expended for locomotives,		16,383 67
For passenger and baggage cars per last report,	9,421 66	
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		9,421 66
For merchandise cars per last report,	13,922 15	
For merchandise cars paid during the past year,		
Total amount expended for merchandise cars,		13,922 15
For engineering per last report,	13,539 27	
For engineering paid during the past year,		
Total amount expended for engineering,		13,539 27
For agencies and other expenses per last report,		
For agencies and other expenses paid during the past year,		
Total amount expended for agencies and other expenses,		
		313,156 06
Charged off for depreciation of road and equipment,		63,156 06
		250,000 00
Total cost of road and equipment,		
Amount of assets of property held by the corporation in addition to the cost of the road,	62,118 28	

CHARACTERISTICS OF THE ROAD.

Length of road,	11 1-10 miles.
Length of single main track,	11 1-10 miles.
Length of double main track,	
Length of branches owned by the Company, stating whether they have a single or double track,	3,000 feet; single track.
Aggregate length of sidings and other tracks, excepting main tracks and branches,	6,160 feet.
Weight of rail per yard, in main road,	58 lbs.
Weight of rail per yard, in branch roads,	57 lbs.
Specify the different weights per yard,	
Maximum grade, with its length, in main road,	29 ft. in 3000.
Maximum grade, with its length, in branch roads,	35 ft. per mile; 400 ft.
Total rise and fall in main road,	123 feet.
Total rise and fall in branch roads,	9 feet
Shortest radius of curvature, with length of curve, in main road,	800 feet in 1000 feet.
Shortest radius of curvature, with length of curve in branch roads,	250 feet in 300 feet.

Total degrees of curvature, in main road,	70 degrees.
Total degrees of curvature in branch roads,	A street track.
Total length of straight line in main road,	11 miles.
Total length of straight line in branches,	2,200 ft.
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	900 feet.
Number of public ways crossed at grade,	19.
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	1.
Flag stations,	2.
Whole number of way stations,	1.
Whole number of flag stations,	2.

DOINGS DURING THE YEAR.

Miles run by passenger trains,	35,662	
Miles run by freight trains	14,398	
Miles run by other trains,	22	
Total miles run, [See note at end of report.]		50,082
Number of passengers carried in the cars,	122,880	
Number of passengers carried one mile,	1,304,578	
Number of tons of merchandise carried in the cars,	51,644 tons,	1202 lbs.
Number of tons of merchandise carried one mile,	549,515 "	396 "
Number of passengers carried one mile to and from other roads,	1,216,490	
Number of tons carried one mile to and from other roads,	525,426 tons,	26 lbs
Rate of speed adopted for express passenger trains, including stops,		
Average rate of speed actually attained by express passenger trains, including stops and detentions,		
Rate of speed adopted for accommodation trains,	25 miles per hour.	
Rate of speed actually attained by accommodation trains, including stops and detentions,	25 miles per hour.	
Average rate of speed actually attained by special trains, including stops and detentions,		
Average rate of speed adopted for freight trains, including stops and detentions,	15 miles per hour.	
Estimated weight in tons, of passenger cars, (not including passengers,) hauled one mile,		
Estimated weight in tons, of merchandise cars, (not including freight,) hauled one mile,		

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges and renewal of iron,	6,166 99	
For repairs of wooden bridges,		
For wages of switchmen, average per month,	\$37.50	} 1,741 30
For wages of gate-keepers, average per month,	\$12.50	
For wages of signal men, average per month,	\$6.00	
For wages of watchmen, average per month,	\$40.00	

Number of men employed, exclusive of those engaged in construction,	120	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used,)		
For repairs of fences, gates, houses for signal-men, gate keepers, switchmen, tool-houses,	98 20	
Total for maintenance of way,		\$8,006 49

MOTIVE POWER AND CARS.

For repairs of locomotives,	}	5,739 35	
For new locomotives, to cover depreciation,			
For repairs of passenger cars,	}	2,492 04	
For new passenger cars to cover depreciation,			
For repairs of merchandise cars,	}	3,867 91	
For new merchandise cars to cover depreciation,			
For repairs of gravel and other cars,			
Total for maintenance of motive power and cars			12,099 30
Number of engines,		7	
Number of passenger cars,		16	
Number of baggage cars,		6	
Number of merchandise cars,		145	
Number of gravel cars,			

MISCELLANEOUS.

For fuel used by engines during the year, viz:—	}		
Wood and Coal, cost of the same,		7,385 01	8,241 38
For Stations, Cars, Machine shop, &c.,	}	856 37	
For oil used by cars, engines and shops,			
For waste and other material for cleaning,	}		1,594 08
For salaries, wages, and incidental expenses, chargeable to passenger department,			6,186 18
For salaries, wages and incidental expenses, chargeable to freight department,		10,121 11	
For gratuities and damages,		358 92	
For taxes and insurance,		1,120 88	
For ferries,			
For repairs of station buildings, aqueducts, fixtures, and furniture,		1,824 24	
For renewals of iron, including laying down,		3,508 75	
For new iron laid down during the year, deducting the value of old rail taken up,			
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, Boston and Providence Rail Road Co.,		70,451 26	
For amount paid other companies, as rent for use of their roads, specifying each company, New Bedford and Taunton Railroad,		724 02	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices and all other expenses not included in any of the foregoing items,		3,959 86	
Total Miscellaneous,			108,090 68
Total expenditures for working the road,			128,196 47
Total amount of interest paid during the year,			

TAUNTON BRANCH RAILROAD.

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned by company,	2,936 31
2. To and from other roads, specifying what,	
Boston and Providence, and New Bedford and Taunton,	78,713 22

For Freight :—

1. On main road and branches owned by company,	1,308 07
2. To and from other connecting roads,	71,853 97
U. S. Mails,	1,200 00
Rents and Interest,	227 92
Total income,	156,239 49

Net earnings after deducting expenses,	<u>28,043 02</u>
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DIVIDENDS.

8 Per cent. Total	20,000 00
Surplus not divided,	8,043 02
Surplus last year,	51,005 00
Total surplus,	59,048 02
Less cost of new station house at Mansfield, 6,205 45	}
	52,842 57

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, viz:—

Roads and bridges,	
Buildings,	
Engines and cars,	

MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last report,	
Mortgage debt, paid since last report,	
Increase of mortgage debt, since last report,	
Present amount of mortgage debt,	
Number of mortgages on road and franchise, or any property of the Corporation,	

The Cars and Engines are owned by the Corporation, in common with the New Bedford and Taunton Rail Road Corporation, and the two roads are operated at their joint expense.

In addition to the number of miles run on this road, the Passenger Cars belonging to this Corporation have run on the Boston and Providence Rail Road, 38,864 miles, of the expense of which this Corporation has paid 11-31 parts; and the Freight Cars have run 29,948 miles, of the expense of which this Corporation has paid 57 per cent.

WM. A. CROCKER,	} Directors of the Railroad Corporation.
WM. STURGIS,	
N. H. EMMONS,	
T. B. WALES,	

SUFFOLK ss. Dec. 24, 1860. Then personally appeared Nathaniel H. Emmons and William Sturgis, and severally made oath to the truth of the foregoing statement by them subscribed, according to the best of their knowledge and belief.

Before me,

E. PICKERING, Justice of the Peace.

SUFFOLK ss. Dec. 26, 1860. Then personally appeared Wm. A. Crocker and T. B. Wales, and severally made oath that the foregoing report by them subscribed was true, according to the best of their knowledge and belief.

Before me,

E. PICKERING, Justice of the Peace.

TENTH ANNUAL REPORT
OF THE
TROY AND GREENFIELD RAILROAD CO.

Return of the Troy and Greenfield Railroad, under the Acts of 1849, Chap. 191, 1851, Chap. 112, 1854, Chap. 423, 1856, Chap. 165, 1857, Chaps. 40, 168 and 240, and 1858, Chap. 46.

Capital stock,	\$2,500,000 00
Number of shares of capital stock issued,	649
Increase of capital, since last report,	\$1,567,400 00
Capital paid in, per last report,	385,206 23
Capital paid in, since last report,	529,380 50
Total amount of capital stock paid in,	914,586 73
Funded debt, per last report,	219,000 00
Funded debt, paid since last report,	—
Funded debt, increase of, since last report,	160,284 00
Total present amount of funded debt,	379,284 00
Floating debt, per last report,	9,854 45
Floating debt, paid since last report,	—
Floating debt, increase of since last report,	20,213 09
Total present amount of floating debt,	30,067 54
Total present amount of funded and floating debt,	409,351 54
Average rate of interest per annum, paid during the year,	6 per cent.
Maximum amount of debts during the year,	
COST OF ROAD AND EQUIPMENT.	
For graduation and masonry, per last report,	438,122 54
For graduation and masonry, paid during the past year,	562,002 52
Total amount expended for graduation and masonry,	1,000,125 06
For wooden bridges, per last report,	—
For wooden bridges, paid during past year,	—
Total amount expended for wooden bridges,	—
Total amount expended for iron bridges (if any),	—
For superstructure, including iron, per last report,	1,093 15
For superstructure, including iron, paid during the past year,	—
Total amount expended for superstructure, including iron,	1,093 15
For stations, buildings and fixtures, per last report,	92 08
For stations, buildings and fixtures, paid during the past year,	—
Total amount expended for stations, buildings and fixtures,	92 08
For land, land-damages, and fences, per last report,	26,605 66
For land, land-damages, and fences, paid during the past year,	187 00
Total amount expended for land, land-damages, and fences,	26,792 66

TROY AND GREENFIELD RAILROAD.

For locomotives, per last report,	\$	—	—
For locomotives, paid during the past year,		—	—
Total amount expended for locomotives,		—	—
For passenger and baggage cars, per last report,		—	—
For passenger and baggage cars, paid during the past year,		—	—
Total amount expended for passenger and baggage cars,		—	—
For merchandise cars, per last report,		—	—
For merchandise cars, paid during the past year,		—	—
Total amount expended for merchandise cars,		—	—
For engineering, per last report,	12.135	40	
For engineering, paid during the past year,		—	—
Total amount expended for engineering,		—	12.135 40
For agencies and other expenses, per last report,		—	—
For agencies and other expenses, paid during the past year,		—	—
Total amount expended for agencies and other expenses,		—	—
Total cost of road and equipment,		—	—
Amount of assets or property, held by the corporation in addition to the cost of the road,		—	—

CHARACTERISTICS OF ROAD.

Length of Road,	42 55-100 miles.
Length of single main track	6 miles.
Length of double main track,	
Length of branches owned by the company, stating whether they have a single or double track,	
Aggregate length of sidings, and other tracks, excepting main tracks and branches,	
Weight of rail, per yard, in main road,	58 lbs.
Weight of rail, per yard, in branch roads,	
Specify the different weights, per yard,	
Maximum grade, with its length, in main road,	
Maximum grade, with its length, in branch roads,	
Total rise and fall in main road,	
Total rise and fall in branch roads,	
Shortest radius of curvature, with length of curve in main road,	
Shortest radius of curvature, with length of curve in branch roads,	Road in process of construction.
Total degrees of curvature in main road,	
Total degrees of curvature in branch roads,	
Total length of straight line in main road,	
Total length of straight line in branches,	
Aggregate length of wooden truss bridges,	
Aggregate length of all other wooden bridges,	
Aggregate length of iron bridges,	
Whole length of road unfenced on both sides,	
Number of public ways crossed at grade,	
Number of railroads crossed at grade,	
Remarks,	
Way stations for express trains,	
Way stations for accommodation trains,	
Flag Stations,	
Whole number of way stations,	
Whole number of flag stations,	

TROY AND GREENFIELD RAILROAD.

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned by company,
2. To and from other roads, specifying what,

The road so far as completed, is leased to the Troy and Boston Railroad Company, and the income for the past year, is \$8,000 00.

For Freight :—

1. On main road and branches owned by company,
2. To and from other connecting roads,

U. S. Mails,
 Rents,
 Total income,
 Net earnings, after deducting expenses,

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the Corporation, per last report,
 Mortgage debt paid since last report,
 Increase of mortgage debts since last report,
 Present amount of mortgage debts.
 Number of mortgages on road and franchise, or any property of the corporation,

209,500 00
 ————
 160,284 00
 369,784 00
 Two.

D. N. CARPENTER, JAMES CHEEVER, LEWIS RICE, H. HAUPT,	}	Directors of the Troy and Greenfield Railroad Corporation.
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SUFFOLK, ss. *December 22, 1860.* Then personally appeared James Cheever and Lewis Rice, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

A. S. WHEELER, *Justice of the Peace.*

FRANKLIN, ss. *December 24, 1860.* Then personally appeared David N. Carpenter and Herman Haupt, and severally made oath to the truth of the foregoing statement by them subscribed:

Before me,

WENDELL T. DAVIS, *Justice of the Peace.*

For the purpose of this report, the following information was obtained from the records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, and from the records of the various landowners and lessees in the area.

The following is a list of the names of the landowners and lessees in the area, together with the acreage of land owned or leased by each of them:

Name	Acreage
John A. Smith	100
John B. Jones	200
John C. Brown	300
John D. White	400
John E. Black	500
John F. Green	600
John G. Gray	700
John H. Blue	800
John I. Red	900
John J. Yellow	1000
John K. Purple	1100
John L. Pink	1200
John M. Orange	1300
John N. Brown	1400
John O. Green	1500
John P. Blue	1600
John Q. Red	1700
John R. Yellow	1800
John S. Purple	1900
John T. Pink	2000
John U. Orange	2100
John V. Brown	2200
John W. Green	2300
John X. Blue	2400
John Y. Red	2500
John Z. Yellow	2600
John AA. Purple	2700
John AB. Pink	2800
John AC. Orange	2900
John AD. Brown	3000
John AE. Green	3100
John AF. Blue	3200
John AG. Red	3300
John AH. Yellow	3400
John AI. Purple	3500
John AJ. Pink	3600
John AK. Orange	3700
John AL. Brown	3800
John AM. Green	3900
John AN. Blue	4000
John AO. Red	4100
John AP. Yellow	4200
John AQ. Purple	4300
John AR. Pink	4400
John AS. Orange	4500
John AT. Brown	4600
John AU. Green	4700
John AV. Blue	4800
John AW. Red	4900
John AX. Yellow	5000
John AY. Purple	5100
John AZ. Pink	5200
John BA. Orange	5300
John BB. Brown	5400
John BC. Green	5500
John BD. Blue	5600
John BE. Red	5700
John BF. Yellow	5800
John BG. Purple	5900
John BH. Pink	6000
John BI. Orange	6100
John BJ. Brown	6200
John BK. Green	6300
John BL. Blue	6400
John BM. Red	6500
John BN. Yellow	6600
John BO. Purple	6700
John BP. Pink	6800
John BQ. Orange	6900
John BR. Brown	7000
John BS. Green	7100
John BT. Blue	7200
John BU. Red	7300
John BV. Yellow	7400
John BW. Purple	7500
John BX. Pink	7600
John BY. Orange	7700
John BZ. Brown	7800
John CA. Green	7900
John CB. Blue	8000
John CC. Red	8100
John CD. Yellow	8200
John CE. Purple	8300
John CF. Pink	8400
John CG. Orange	8500
John CH. Brown	8600
John CI. Green	8700
John CJ. Blue	8800
John CK. Red	8900
John CL. Yellow	9000
John CM. Purple	9100
John CN. Pink	9200
John CO. Orange	9300
John CP. Brown	9400
John CQ. Green	9500
John CR. Blue	9600
John CS. Red	9700
John CT. Yellow	9800
John CU. Purple	9900
John CV. Pink	10000

The above information was obtained from the records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, and from the records of the various landowners and lessees in the area.

It is noted that the above information was obtained from the records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, and from the records of the various landowners and lessees in the area.

It is further noted that the above information was obtained from the records of the Department of the Interior, Bureau of Land Management, and the Bureau of Reclamation, and from the records of the various landowners and lessees in the area.

REPORT

OF THE

VERMONT AND MASSACHUSETTS

RAILROAD CORPORATION.

FOR THE YEAR ENDING NOVEMBER 30, 1860.

BOSTON:

1860.



REPORT

OF THE

VERMONT AND MASSACHUSETTS RAILROAD

CORPORATION

*Report of the Directors of the Vermont and Massachusetts Railroad Corporation
for the year ending November 30, 1860.*

Capital stock, including the Greenfield Branch and Vermont portion,.....	\$3,200,000 00	
Number of shares of capital stock issued,.....	28,801	
Increase of capital, since last report,.....		
Capital paid in, per last report,.....	2,214,225 15	
Capital paid in since last report,.....		
Total amount of capital stock paid in,.....		\$2,214,225 15
Funded debt, per last report,.....	1,003,880 00	
Funded debt, paid since last report,.....		
Funded debt, increase of, since last report,.....	\$45	
Total present amount of funded debt,.....		1,003,925 00
Floating debt, per last report,....	} No floating debt.	
Floating debt, paid since last report,.....		
Floating debt, increase of, since last report,.....		
Total present amount of floating debt,.....		
Total present amount of funded and floating debt,..		
Average rate of interest per annum, paid during the year,.....	6 per cent.	
Maximum amount of debts during the year,.....	1,003,925 00	
COST OF ROAD AND EQUIPMENT.		
For graduation and masonry, per last report,.....	\$1,461,323,12	
For graduation and masonry, paid during the past year,..		
Total amount expended for graduation and masonry,.....		\$1,461 323 12
For wooden bridges, per last report,.....	199,395 31	
For wooden bridges, paid during the last year,.....		
Total amount expended for wooden bridges,....		199,395 31
Total amount expended for iron bridges (if any),...		

For superstructure, including iron, per last report, ..	600,422 01	
For superstructure, including iron, paid during the past year,		
Total amount expended for superstructure, including iron,		600,422 01
For stations, buildings and fixtures, per last report,	129,274 36	
For stations, buildings and fixtures paid during the past year,		
Total amount expended for stations, buildings and fixtures,		129,274 36
For land, land-damages and fences, per last report,	181,218 85	
For land, land-damages and fences, paid during the past year,		
Total amount expended for land, land damages and fences,		181,218 85
For locomotives, per last report,	95,638 62	
For locomotives, paid during the past year,		
Total amount expended for locomotives,		95,638 62
For passenger and baggage cars, per last report, ..	20,190 00	
For passenger and baggage cars, paid during the past year,		
Total amount expended for passenger and baggage cars,		20,190 00
For merchandise cars, per last report,	91,514 89	
For merchandise cars, paid during the past year, ..	-	
Total amount expended for merchandise cars, ..		91,514 89
For engineering, per last report,	56,872 04	
For engineering, paid during the past year,	-	
Total amount expended for engineering,		56,872 04
For agencies and other expenses, salaries, &c., during the construction of the road,		100,271 31
For dividends of interest, discount on bonds, &c., ..		332,295 02
Total cost of road and equipment,		\$3,268,415 53
Amount of assets or property held by the corporation in addition to the cost of the road,	-	
Charged to Greenfield Branch in addition to above, ..		248,495 08

Characteristics of Road.

Length of road,	69 miles.
Length of single main track,	69 " "
Length of double main track,	
Length of branches owned by the company, stating whether they have a single or double track,	None.
Aggregate length of sidings, and other tracks, excepting main track and branches,	8 miles single track.
Weight of rail, per yard, in main road,	About 5½ miles.
Weight of rail, per yard, in branch roads, (specify the different weights, per yard,)	53 pounds.
Maximum grade, with its length, in main road,	53 " "
Maximum grade, with its length, in branch roads, ..	58 feet for 1 6-10 miles.
Total rise and fall in main road,	45 feet per mile, 3¼ miles.
Total rise and fall in branch roads,	Rise 808 feet, fall 990 feet.
Shortest radius of curvature, with length of curve, in main road,	" 81 " " 168 "
Shortest radius of curvature, with length of curve, in branch roads,	{ 1,000 feet for 1,900 feet, except at Grout's, where it is 924 feet for 1,200 feet.
Total degrees of curvature, in main road,	1,000 feet for 400 feet.
Total degrees of curvature, in branch roads,	3,314°
Total length of straight line, in main road,	697°
Aggregate length of wooden truss bridges,	27 3-4 miles.
Aggregate length of all other wooden bridges,	3 9-10 miles.
Aggregate length of iron bridges,	6,738 feet.
	-
	-

Whole length of road unfenced on both sides,.....		-	-
Number of public ways crossed at grade,.....	63		
Number of railroads crossed at grade,.....	1		
Remarks,.....		-	-
Way stations for express trains,.....			None.
Way stations for accommodation trains,.....	17		
Flag stations,.....	3		
Whole number of way stations,.....	17		
Whole number of flag stations,.....	3		

Doings during the Year,

Miles run by passenger trains,.....	52,566		
Miles run by freight trains,.....	43,822		
Miles run by other trains,.....	1,938		
Total miles run,.....			101,326
Number of passengers carried in the cars,....	91,827		
Number of passengers carried one mile,.....	1,950,167		
Number of tons of merchandise carried in the cars,..	78,154	297-1000	
Number of tons of merchandise carried one mile,....	1,785,089	591-1000	
Number passengers carried one mile, to and from other roads,.....	1,202,390		
Number of tons carried one mile, to and from other roads,.....	1,595,452	975-1000	
Rate of speed adopted for express passenger trains, including stops,.....			None.
Average rate of speed actually attained by express passenger trains, including stops and detentions,..			None.
Rate of speed adopted for accommodation trains,....	22 miles per hour.		
Rate of speed actually attained by accommodation trains, including stops and detentions,.....	25 miles per hour.		
Average rate of speed actually attained by special trains, including stops and detentions,.....	25 miles per hour.		
Average rate of speed adopted for freight trains, in- cluding stops and detentions,.....	19 miles per hour.		
Estimated weight in tons of passenger cars, (not in- cluding passengers,) hauled one mile,.....			
Estimated weight in tons of merchandise cars, (not including freight,) hauled one mile,.....			

Expenditures for Working the Road.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron,.....	21,288 60		
For repairs of wooden bridges,.....	4,146 59		
For wages of switchmen, average per month, \$30, }			
For wages of gate-keepers, average per month, \$15, }	2,527 91		
For wages of signal-men, average per month, \$30, }			
For wages of watchmen, average per month \$30, }			
Number of men employed, exclusive of those engaged in construction,	150 men.		
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,)	230 86		
For repairs of fences, gates, houses for signal men, gate-keepers, switchmen, tool-houses,.....	357 55		
Total for maintenance of way,.....			28,511 51

Motive Power and Cars.

For repairs of locomotives,.....	19,905 36
For new locomotives, to cover depreciation,.....	
For repairs of passenger cars,.....	3,302 13
For new passenger cars, to cover depreciation,.....	
For repairs of merchandise cars,.....	8,881 57
For new merchandise cars, to cover depreciation,....	
For repairs of gravel and other cars,.....	315 02

Total for maintenance of motive power and cars,		32,404 08
Number of engines,.....	11	
Number of passenger cars,.....	8	
Number of baggage cars,.....	5	
Number of merchandise cars,.....	174	
Number of gravel cars,.....	16	

Miscellaneous.

For fuel used by engines, during the year, viz.,.....		
1. Wood, number of cords, 3,054 Cost of the same,.....\$7,7 9 20		
2. Coal, number of tons, (reckoning 2,240 lbs. to the ton,) 98 560-2,240. Cost of same, \$687 75	9,653 03	
406 cords of wood used by stationary engine, &c., &c.,.....\$1,236 08		
For oil used by cars and engines,.....	2,025 52	
For waste and other material for cleaning,.....	281 05	
For salaries, wages and incidental expenses, chargeable to passenger department,.....	11,533 04	
For salaries, wages and incidental expenses, chargeable to freight department,.....	14,006 96	
For gratuities and damages,.....	543 25	
For taxes and insurance,.....	2,062 44	
For ferries,.....		
For repairs of station buildings, aqueducts, fixtures, furniture,.....	9,773 00	
For renewals of iron, (laying down included elsewhere,.....	14,293 90	
For new iron laid down, deducting the value of old rail taken up,.....		
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company,.....		
For amount paid other companies, as rent for use of their roads, specifying each company. Connecticut River Railroad Co.,.....	1,500 00	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items,.....	9,502 18	
Total miscellaneous,.....		75,174 37
Total expenditures for working the road,.....		136,089 96
Total amount of interest paid during the year,.....		55,496 03

Income during the year.

For Passengers:—

1. On main road, including branches owned by company,.....	} 68,776 70
2. To and from other roads, specifying what....	

For Freight:—

1. On main road, and branches owned by company,.....	} 132,358 06
2. To and from other connecting roads,.....	
U. S. mails,.....	6,000 00
Rents, \$41,880 10; Expresses, 3,952 92; Tolls, } \$813 00; Miscellaneous, \$1,045 59,.....	47,691 61

Total income,.....	254,826 37
Net earnings, after deducting expenses,	118,736 41

Dividends.

—per cent. Total,.....
 Surplus not divided,.....
 Surplus last year,.....
 Total surplus,.....

Estimated Depreciation beyond the Renewals, viz:—

Road and bridges,.....
 Buildings,.....
 Engines and cars,.....

Mortgage Debts.

Amount of debts, secured by mortgage of road and franchise, or any property of the corporation, per last report,.....
 Mortgage debt, paid since last report,.....
 Mortgage debt, increase of, since last report,.....
 Total present amount of mortgage debt,.....

} See Funded Debt,

Number of mortgages on road and franchise, or any property of the corporation,.....

} One mortgage on road, and one subsequent mortgage for about \$10,000 -- on property since purchased.

The foregoing report is respectfully submitted by

THOMAS WHITTEMORE,
 JOHN J. SWIFT,
 D. N. CARPENTER,
 JAMES CHEEVER,

} *Directors of the Vermont and Massachusetts Railroad Corporation.*

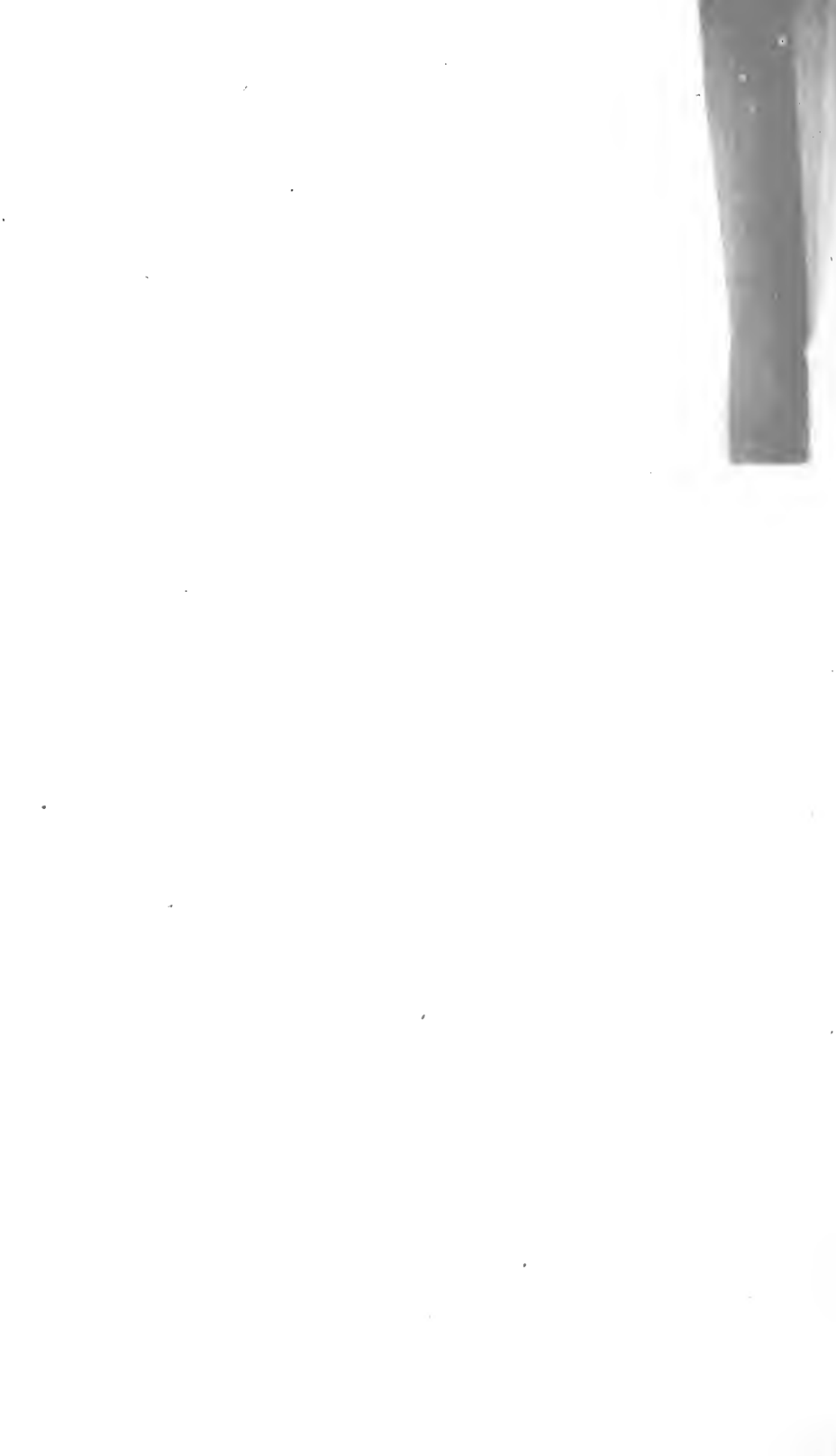
BOSTON, DEC. 26, 1860.

Suffolk, ss., December 26, 1860.

Then personally appeared Thomas Whittemore, John J. Swift, D. N. Carpenter and James Cheever, and severally made oath to the truth of the foregoing statement, by them subscribed, according to their best knowledge and belief.

Before

W. B. STEARNS. *Justice of the Peace.*



TWENTY-SIXTH ANNUAL REPORT
 OF THE
WESTERN RAILROAD CORPORATION,
FOR THE YEAR ENDING NOVEMBER 30, 1860.

*Report of the WESTERN RAILROAD under the Acts of 1849, Chap. 191 ;
 1851, Chap. 102 ; 1854, Chap. 423 ; 1856, Chap. 165 ; 1857,
 Chapters 40, 168 and 240.*

Capital Stock		\$6,150,000 00
Number of Shares of capital stock issued.....	51,500	
Increase of Capital since last report		
Capital paid in, per last report	\$5,150,000 00	
Capital paid in, since last report.....		
Total Amount of Capital Stock paid in.....		5,150,000 00
Funded debt, per last report.....	6,125,520 00	
Funded debt, paid since last report.....		
Funded debt, increase of, since last report.....	144,000 00	—
Total present amount of funded debt.....		6,269,520 00
Floating debt, per last report.....	208,725 68	
Floating debt, paid since last report.....	208,725 68	
Floating debt, increase of, since last report.....		
Total present amount of floating debt.....		None.
Total present amount of funded and floating debt.....		6,269,520 00
Average rate of interest per annum paid during the year	About 5 1-2 per cent.	
Maximum amount of debts during the year.....		239,425 68

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report.....	\$3,491,365 36	
For graduation and masonry, paid during the past year		
Total amount expended for graduation and masonry..		\$3,491,365 36
For wooden bridges, per last report.....	231,996 26	
For wooden bridges, paid during the past year.....		
Total amount expended for wooden bridges.....		231,996 26
Total amount expended for iron bridges (if any).....	None.	
For superstructure, including iron, per last report....	1,685,358 30	
For superstructure, including iron, paid during the past year.....		
Total amount expended for superstructure, including iron		1,685,358 30
For stations, buildings and fixtures, per last report....	450,699 58	
For station, buildings and fixtures, paid during the past year		

Total amount expended for stations, buildings and fixtures.....		450,699 58
For land, land damages and fences per last report.....	298,200 70	
For land, land damages and fences, paid during the past year.....		
Total amount expended for land, land damages and fences.....		298,200 70
For locomotives, per last report.....	432,000 00	
For locomotives, paid during the past year.....		
Total amount expended for locomotives.....		432,000 00
For passenger and baggage cars per last report.....	73,544 55	
For passenger and baggage cars, paid during the past year.....		
Total amount expended for passenger and baggage cars.....		73,544 55
For merchandise cars, per last report.....	590,168 42	
For merchandise cars, paid during the past year.....		
Total amount expended for merchandise cars.....		590,168 42
For engineering per last report.....	171,390 63	
For engineering, paid during the past year.....		
Total amount expended for engineering.....		171,390 63
For agencies and other expenses per last report.....	1,019,157 41	
For agencies and other expenses paid during the past year.....		
Total amount expended for agencies and other expenses.....		1,019,167 41
Total cost of Albany and West Stockbridge Railroad.....		2,388,359 22
Total cost of Hudson & Boston and West Stockbridge Railroad.....		196,838 98
Total cost of road and equipment.....		\$11,029,079 41
Amount of assets of property held by the corporation in addition to the cost of the road.....	\$629,431 72	
Less dividends, accrued interests, &c.....	298,425 42	
	331,506 30	
Value of Sinking Funds.....	\$2,281,633 65—	\$2,613,139 95

CHARACTERISTICS OF ROAD.

Length of road, (Western Road, 117 miles 4248 feet ; } Albany and West Stockbridge, 38 miles, 1180 feet,)	156 miles 148 feet.
Length of single main track.....	58 miles 4531 feet.
Length of double main track.....	97 miles 897 feet.
Length of branches owned by the company, stating whether they have a single or double track. Hudson and Boston Railroad.....	17 miles 1742 feet, single.
Aggregate length of sidings, and other tracks, excepting main tracks and branches.....	9 miles 3960 feet.
Weight of rail per yard, in main road.....	58 to 64 pounds per yard.
Weight of rail per yard, in branch roads.....	
Specify the different weights per yard.....	
Maximum grade, with its length, in main road.....	83 feet—1 1-2 miles.

Maximum grade, with its length, in branch roads. . . .	
*Total rise and fall in main road.	4893 feet.
Total rise and fall in branch roads.	559 feet.
Shortest radius of curvature, with length of curve, in main road	882 feet—490 feet long.
Shortest radius of curvature, with length of curve, in branch roads.	
Total degrees of curvature in main road.	6,370°
Total degrees of curvature in branch roads.	
Total length of straight line in main road	62 miles 935 feet.
Total length of straight line in branches.	
Aggregate length of wooden truss bridges.	6,092 1-2 feet.
Aggregate length of all other wooden bridges.	
Aggregate length of iron bridges.	
Whole length of road unfenced on both sides	
Number of public ways crossed at grade.	109
Number of railroads crossed at grade.	3
Remarks	
Way stations for express trains.	3
Way stations for accommodation trains.	36
Flag stations.	4
Whole number of way stations.	40
Whole number of flag stations.	4

DOINGS DURING THE YEAR.

Miles run by passenger trains.	359,564	
Miles run by freight trains.	701,455	
Miles run by other trains.	53,072	
Total miles run.		1,114,091
Number of passengers carried in the cars.		617,882
Number of passengers carried one mile.		25,852,612
Number of tons of merchandise carried in the cars.		505,547
Number of tons of merchandise carried one mile.		43,311,064
Number of passengers carried one mile to and from other roads.		17,089,312
Number of tons carried one mile to and from other roads.		29,095,625
Rate of speed adopted for express passenger trains, including stops.	30 miles per hour.	
Average rate of speed actually attained by express passenger trains, including stops and detentions.	32 miles per hour.	
Rate of speed adopted for accommodation trains	} Springfield & Wor. 28 miles " & Alb. 22 "	
Rate of speed actually attained by accommodation trains, including stops and detentions.		
Average rate of speed actually attained by special trains, including stops and detentions.		

* This question has formerly been answered by giving one-half of the sum of the ascent to and descent from three of the principal elevations on the line of the road. We now answer the question as we believe the same question is answered by other Railroad Corporations, viz: by giving the whole sum of the ascent and descent made in passing over the road in either direction between Worcester and Albany.

Average rate of speed adopted for freight trains, including stops	15 miles per hour.
Estimated weight in tons of passenger cars, (not including passengers) hauled one mile.....	
Estimated weight in tons of merchandise cars, (not including freight) hauled one mile.....	

EXPENDITURES FOR WORKING THE ROAD.

For renewals of iron, including laying down.....	\$103,474 76	
For repairs of road, maintenance of way exclusive of wooden bridges and renewals of iron.....	160,102 30	
For repairs of wooden bridges,.....	5,390 43	
For wages of switchmen, average per month, \$26.....		
For wages of gate-keepers, average per month, \$20....		
For wages of signal men, average per month, \$20.....		
For wages of watchmen, average per month, \$30.....		
Number of men employed, exclusive of those engaged in construction.....	1,444 average No.	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used) ...	3,935 93	
For repairs of fences, gates, houses for signal men, gate keepers, switchmen, tool-houses.....	793 03	
Total for maintenance of way.....		273,696 45

MOTIVE POWER AND CARS.

For repairs of locomotives.....	63,446 06	
For new locomotives, to cover depreciation.....	20,000 00	
For repairs of passenger cars.....	17,373 28	
For new passenger cars, to cover depreciation.....	5,000 00	
For repairs of merchandise cars.....	80,156 87	
For new merchandise cars, to cover depreciation.....	7,000 00	
For repairs of gravel and other cars.....		
Total for maintenance of motive power and cars..		192,976 21
Number of Engines.....	72	
Number of passenger cars.....	49	
Number of baggage cars.....	12	
Number of merchandise cars.....	1,057—8 wheel.	
Number of gravel cars.....	80	

MISCELLANEOUS.

Coal used in Locomotives. 895 tons Cumberland....	4,900 41
For fuel used by engines during the year, viz:	
Wood, number of cords, 42,068. Cost of the same ..	162,446 70
Coal, number of tons, (reckoning 2,240 lbs to the ton,) 1988. Cost of same.....	9,602 76
For Oil used by engines and cars,.....	24,040 02
For waste and other material for cleaning.....	3,021 21
For salaries, wages and incidental expenses, chargeable to passenger department	
For salaries, wages and incidental expenses, chargeable to freight department.....	242,094 23

For gratuities and damages.....	6,663 32	
For taxes and insurance.....	9,942 92	
For ferries.....	20,174 67	
For repairs of station buildings, aqueducts, fixtures, furniture.....	22,929 56	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company.....		
For amount paid other companies, as rent for use of their roads, specifying each company.....		
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items.....	20,607 84	
Total Miscellaneous.....		\$526,423 64
Total expenditures for working the road.....		993,096 30
Total amount of interest paid during the year.....		

INCOME DURING THE YEAR.

For Passengers:—

1. On main road, including branches owned by company.....	690,991 87
2. To and from other roads, specifying what.....	

For Freight:—

1. On main road and branches owned by company.....	1,101,118 64
2. To and from other connecting roads.....	

U. S. Mails.....	34,900 00	
Rents and other sources.....	54,340 21	
Total income.....		\$1,881,350 72

Net earnings, after deducting expenses.....		\$888,254 42
Interest on State Loans and exchanges.....	348,223 24	
One per cent. to Sinking Funds.....	50,000 00	

DIVIDENDS.

Eight per cent. Total.....	412,000 00	\$810,223 24
Surplus not divided.....		\$78,031 18
Gain on Pittsfield and North Adams Railroad.....		769 20
Surplus last year.....		321,843 95
Total surplus.....		\$400,644 33

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.

Road and Bridges.....	
Buildings.....	
Engines and Cars.....	

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report.....	
---	--

Mortgage debt, paid since last report.....	
Mortgage debt, increase of, since last report.....	
Present amount of Mortgage debts	
Number of Mortgages on road and franchise, or any property of the corporation.....	

LIST OF ACCIDENTS UPON THE WESTERN RAIL ROAD FOR THE
YEAR ENDING NOV. 30, 1860.

December 15, 1859.—Margaret Leahy was killed at West Springfield by the Engine of the Wood Train, she was lying upon the track.

December 19.—Two Frenchmen were killed while walking on the track between Hinsdale and Dalton by the Engine Louisville, names unknown.

January 31, 1860.—While the afternoon Express Train from Springfield to Boston was passing Wilbraham, an axle on the third passenger car in the train broke, throwing the car down the embankment, killing Simon Daly, a brakeman.

October 5.—The night Freight Train from Pittsfield to Albany killed Alfred French, an Englishman, who was lying on the track about three fourths of a mile west of Pittsfield.

October 23.—The evening Express Train from Springfield to Boston ran over Jeremiah Dunlap, who was lying on the track at Warren, killing him instantly.

November 14.—Richard Manser, an employee of the Road was killed at State Line while endeavoring to get upon a passenger train while in motion.

C. W. CHAPIN,
ROBERT CAMPBELL,
JOSIAH STICKNEY,
E. R. TINKER,
GEORGE A. SHAW,
E. C. SHERMAN,
IGNATIUS SARGENT,
WILLIAM H. SWIFT,
STEPHEN A. CHASE,

Directors
of the
Western Railroad.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss.

Boston, December 26, 1860.

Personally appeared before me C. W. Chapin, Robert Campbell, Josiah Stickney, E. R. Tinker, George A. Shaw, E. C. Sherman, Ignatius Sargent, and William H. Swift, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

STEPHEN FAIRBANKS, *Justice of the Peace.*

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss.

Boston, December 26, 1860.

Personally appeared before me Stephen A. Chase, and affirmed that the above return by him subscribed, is true according to his best knowledge and belief.

STEPHEN FAIRBANKS, *Justice of the Peace.*

ANNUAL REPORT

OF THE

WEST STOCKBRIDGE RAILROAD CORPORATION

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Report of the WEST STOCKBRIDGE RAILROAD under the Acts of 1849, Chap. 191; 1851, Chap. 102; 1854, Chap. 423; 1856, Chap. 165; 1857, Chapters 40, 168 and 240.

Capital Stock	\$39,600 00
Number of Shares of capital stock issued.....	396
Increase of Capital since last report	
Capital paid in, per last report	39,600 00
Capital paid in, since last report.....	
Total Amount of Capital Stock paid in.....	39,600 00
Funded debt, per last report.....	
Funded debt, paid since last report.....	
Funded debt, increase of, since last report.....	
Total present amount of funded debt.....	
Floating debt, per last report.....	
Floating debt, paid since last report.....	The Corporation owes nothing.
Floating debt, increase of, since last report.....	
Total present amount of floating debt.....	
Total present amount of funded and floating debt.....	
Average rate of interest per annum paid during the year	
Maximum amount of debts during the year.....	

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last report.....
For graduation and masonry, paid during the past year
Total amount expended for graduation and masonry..
For wooden bridges, per last report.....
For wooden bridges, paid during the past year.....
Total amount expended for wooden bridges.....
Total amount expended for iron bridges (if any).....
For superstructure, including iron, per last report....
For superstructure, including iron, paid during the past year.....
Total amount expended for superstructure, including iron
For stations, buildings and fixtures, per last report....
For station, buildings and fixtures, paid during the past year

Total amount expended for stations, buildings and fixtures.....	
For land, land damages and fences per last report.....	
For land, land damages and fences, paid during the past year.....	
Total amount expended for land, land damages and fences.....	
For locomotives, per last report.....	
For locomotives, paid during the past year.....	
Total amount expended for locomotives.....	
For passenger and baggage cars per last report.....	
For passenger and baggage cars, paid during the past year.....	
Total amount expended for passenger and baggage cars.....	
For merchandise cars, per last report.....	
For merchandise cars, paid during the past year.....	
Total amount expended for merchandise cars.....	
For engineering per last report.....	
For engineering, paid during the past year.....	
Total amount expended for engineering.....	
For agencies and other expenses per last report.....	
For agencies and other expenses paid during the past year.....	
Total amount expended for agencies and other expenses.....	
Total cost of road and equipment.....	39,600 00
Amount of assets of property held by the corporation in addition to the cost of the road.....	

CHARACTERISTICS OF ROAD.

Length of Road.....	2 3-4 miles,
Length of single main track.....	2 3-4 " "
Length of double main track.....	
Length of branches owned by the company, stating whether they have a single or double track.....	
Aggregate length of sidings, and other tracks, excepting main tracks and branches.....	
Weight of rail per yard, in main road.....	56 pounds.
Weight of rail per yard, in branch roads.....	
Specify the different weights per yard.....	
Maximum grade, with its length, in main road.....	
Maximum grade, with its length, in branch roads.....	
Total rise and fall in main road.....	
Total rise and fall in branch roads.....	
Shortest radius of curvature, with length of curve, in main road.....	
Shortest radius of curvature, with length of curve, in branch roads.....	
Total degrees of curvature in main road.....	
Total degrees of curvature in branch roads.....	
Total length of straight line in main road.....	

Total length of straight line in branches.....	
Aggregate length of wooden truss bridges.....	
Aggregate length of all other wooden bridges.....	
Aggregate length of iron bridges.....	
Whole length of road unfenced on both sides.....	
Number of public ways crossed at grade.....	4
Number of railroads crossed at grade.....	
Remarks.....	
Way stations for express trains.....	
Way stations for accommodation trains.....	There are stations only at
Flag stations.....	the termini of the road, West
Whole number of way stations.....	Stockbridge and State Line.
Whole number of flag stations.....	

DOINGS DURING THE YEAR.

Miles run by passenger trains.....	
Miles run by freight trains.....	
Miles run by other trains.....	
Total miles run.....	The road is under a lease
Number of passengers carried in the cars.....	to the Berkshire & H. & B. R.
Number of passengers carried one mile.....	R. Companies, and therefore
Number of tons of merchandise carried in the cars....	we have no data to enable us
Number of tons of merchandise carried one mile.....	answer most of these questions.
Number of passengers carried one mile to and from other roads.....	
Number of tons carried one mile to and from other roads.....	
Rate of speed adopted for express passenger trains, in- cluding stops.....	
Average rate of speed actually attained by express pas- senger trains, including stops and detentions.....	
Rate of speed adopted for accommodation trains.....	
Rate of speed actually attained by accommodation trains, including stops and detentions.....	
Average rate of speed actually attained by special trains, including stops and detentions.....	
Average rate of speed adopted for freight trains, inclu- ding stops.....	
Estimated weight in tons of passenger cars, (not inclu- ding passengers) hauled one mile.....	
Estimated weight in tons of merchandise cars, (not inclu- ding freight) hauled one mile.....	

EXPENDITURES FOR WORKING THE ROAD.

For renewals of iron, including laying down.....
For repairs of road, maintenance of way exclusive of wooden bridges and renewals of iron.....
For repairs of wooden bridges.....
For wages of switchmen, average per month.....
For wages of gate-keepers, average per month.....
For wages of signal men, average per month.....
For wages of watchmen, average per month.....

Number of men employed, exclusive of those engaged in construction.....	
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam power used) . . .	
For repairs of fences, gates, houses for signal men, gate keepers, switchmen, tool-houses.....	
Total for maintenance of way.....	

MOTIVE POWER AND CARS.

For repairs of locomotives.....	The Corporation own no lo-
For new locomotives, to cover depreciation.....	comotives or cars.
For repairs of passenger cars.....	
For new passenger cars, to cover depreciation.....	
For repairs of merchandise cars.....	
For new merchandise cars, to cover depreciation.....	
For repairs of gravel and other cars.....	
Total for maintenance of motive power and cars..	
Number of Engines.....	
Number of passenger cars.....	
Number of baggage cars.....	
Number of merchandise cars.....	
Number of gravel cars.....	

MISCELLANEOUS.

For fuel used by engines during the year, viz:	
Wood, number of cords,	Cost of the same ..
Coal, number of tons, (reckoning 2,240 lbs to the ton,)	
Cost of same	
For Oil used by engines and cars,.....	
For waste and other material for cleaning.....	
For salaries, wages and incidental expenses, chargeable to passenger department	}
For salaries, wages and incidental expenses, chargeable to freight department.....	
For gratuities and damages.....	
For taxes and insurance	
For ferries	
For repairs of station buildings, aqueducts, fixtures, furniture.....	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company	
For amount paid other companies, as rent for use of their roads, specifying each company	
For salaries of president, treasurer, superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items	
Total Miscellaneous.....	\$21 50

Total expenditures for working the road.....
 Total amount of interest paid during the year.....

INCOME DURING THE YEAR.

For Passengers :—

1. On main road, including branches owned by company

2. To and from other roads, specifying what.....

For Freight :—

1. On main road and branches owned by company.

2. To and from other connecting roads.....

U. S. Mails.....

Rents and other sources.....

Total income.....

\$1,854 53

Net earnings, after deducting expenses.....

\$1,833 03

DIVIDENDS.

Four and one-half per cent. Total.....

\$1,782 00

Surplus not divided.....

51 03

Surplus last year.....

569 94

Total surplus

620 97

ESTIMATED DEPRECIATION BEYOND THE RENEWALS,
 VIZ.

Road and Bridges.....

Buildings.....

Kept good.

Engines and Cars.....

MORTGAGE DEBTS.

Amount of debts secured by mortgage of road and franchise, or any property of the corporation, per last report

Mortgage debt, paid since last report.....

Mortgage debt, increase of, since last report.....

Present amount of Mortgage debts

Number of Mortgages on road and franchise, or any property of the corporation.....

STATE OF NEW YORK.

COLUMBIA COUNTY, ss.

December 29, 1860.

Then personally appeared George H. Power, President, and made oath to the truth of the foregoing statement by him subscribed.

Before

DARIUS PECK,

Commissioner of Deeds in and for the City of Hudson, in said County and State.

H. W. TAFT, Lenox,
 J. KNIFFIN, West Stockbridge,
 S. SPENCER, do.
 J. T. WATERMAN, Hudson,
 GEO. H. POWER, do.

Directors of the
 West Stockbridge
 Railroad Corporation.



R E P O R T

OF THE DIRECTORS OF THE

Worcester & Nashua Railroad Corporation,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

Capital Stock, - - - - -		\$2,100,000.00
Number of shares of capital stock issued, - -	15,222	
Increase of capital, since last Report, - -	Nothing.	
Capital paid in, per last Report, - - - -		1,141,000.00
Capital paid in, since last Report, - - - -	Nothing.	
Total amount of capital stock paid in, - - -		1,141,000.00
Funded debt, per last Report, - - - - -	194,500.00	
Funded debt, paid since last Report, - - - -	44,500.00	
Funded debt, increase of, since last Report, - -	Nothing.	
Total present amount of funded debt, - - - -	150,000.00	
Floating debt, per last Report, - - - - -	862.00	
Floating debt, paid since last Report, - - - -		
Floating debt, increase of, since last Report, - -	114.00	
Total present amount of floating debt, - - - -	976.00	
Total present amount of funded and floating debt,		150,976.00
Average rate of interest per annum, paid during the year,	6 per cent.	
Maximum amount of debts during the year, [\$226,136.00 in December, 1859, including dividend declared and not paid.]		

COST OF ROAD AND EQUIPMENT.

For graduation and masonry, per last Report, - -		\$464,709.66
For graduation and masonry, paid during the past year,	Nothing.	
Total amount expended for graduation and masonry,		464,709.66
For wooden bridges, per last Report, - - - -	12,363.53	
For wooden bridges, paid during the past year, - -	Nothing.	
Total amount expended for wooden bridges,		12,363.53
Total amount expended for iron bridges, (if any,) - -	Nothing.	
For superstructure, including iron, per last Report, - -	414,373.25	
For superstructure, including iron, paid during the past year, - - - - -		
Total amount expended for superstructure, including iron, - - - - -		414,373.25
For stations, buildings and fixtures, per last Report,	79,467.95	
For stations, buildings and fixtures, paid during the past year, - - - - -		
Total amount expended for stations, buildings and fix- tures, - - - - -		79,467.95
For land, land-damages, and fences, per last Report,	185,540.74	
For land, land-damages, and fences paid during the past year, - - - - -		
Total amount expended for land, land-damages and fences, - - - - -		185,540.74
For locomotives, per last Report, - - - - -	62,853.12	
For locomotives, paid during the past year, - - - -		
Total amount expended for locomotives, - - - -		62,853.12
For passenger and baggage cars, per last Report, - -	17,612.71	
For passenger and baggage cars paid during the past year,		
Total amount expended for passenger and baggage cars,		17,612.71

For merchandise cars, per last Report, - - -	60,495.81
For merchandise cars, paid during the past year, - - -	
Total amount expended for merchandise cars, - - -	60,495.81
For engineering, per last Report, - - -	31,063.27
For engineering, paid during the past year, - - -	
Total amount expended for engineering, - - -	31,063.27
For agencies and other expenses, per last Report, - - -	417.59
For agencies and other expenses, paid during the past year, - - -	
Total amount expended for agencies and other expenses, - - -	417.59
Total cost of road and equipment, - - -	1,328,897.63
Amount of assets or property held by the Corporation in addition to the cost of the road, - - -	58,135.71

CHARACTERISTICS OF ROAD.

Length of road, - - - - -	45 69-100 miles,
Length of single main track, - - - - -	45 69-100 miles.
Length of double main track, - - - - -	76-100 mile.
Length of branches owned by the Company, stating whether they have a single or double track, - - -	None.
Aggregate length of sidings, and other tracks, excepting main tracks and branches, - - - - -	8 50-100 miles.
Weight of rail, per yard, in main road, - - - - -	56 to 57½ lbs.
Weight of rail, per yard, in branch roads, (specify the different weights per yard,) - - - - -	56, 56½, 56½, 57, 57½, 57½.
Maximum grade, with its length, in main road, - - -	} 48 48-100 ft. per mile for 3 44-100 miles, and 52 8-10 ft. per mile for 300 feet.
Maximum grade, with its length, in branch roads, - - -		Have no branches.
Total rise and fall in main road, - - - - -	1151 30-100 feet.
Total rise and fall in branch roads, - - - - -	
Shortest radius of curvature, with length of curve, in main road, - - - - -	1146 for 86-100 miles.
Shortest radius of curvature, with length of curve, in branch roads, - - - - -	
Total degrees of curvature, in main road, - - - - -	2110° 47'
Total degrees of curvature, in branch roads, - - - - -	
Total length of straight line, in main road, - - - - -	31 miles.
Total length of straight line, in branches, - - - - -	
Aggregate length of wooden truss bridges, - - - - -	559 feet.
Aggregate length of all other wooden bridges, - - - - -	335 feet.
Aggregate length of iron bridges, - - - - -	None.
Whole length of road unfenced on both sides, - - - - -	
Number of public ways crossed at grade, - - - - -	54
Number of railroads crossed at grade, - - - - -	3
Remarks, - - - - -	
Way stations for express trains, - - - - -	
Way stations for accommodation trains, - - - - -	13
Flag stations, - - - - -	1
Whole number of way stations, - - - - -	13
Whole number of flag stations, - - - - -	1

DOINGS DURING THE YEAR.

Miles run by passenger trains, - - - - -	90,710
Miles run by freight trains, - - - - -	87,320
Miles run by other trains, - - - - -	2,823
Total miles run, - - - - -	180,853
Number of passengers carried in the cars, - - - - -	170,513
Number of passengers carried one mile, - - - - -	3,139,870
Number of tons of merchandise carried in the cars, - - - - -	110,315
Number of tons of merchandise carried one mile, - - - - -	2,460,020
Number of passengers carried one mile, to and from other roads, - - - - -	
Number of tons carried one mile, to and from other roads, - - - - -	
Rate of speed adopted for express passenger trains, including stops, - - - - -	

Average rate of speed actually attained by express passenger trains, including stops and detentions, -	-
Rate of speed adopted for accommodation trains, -	23 miles per hour.
Rate of speed actually attained by accommodation trains, including stops and detentions, -	-
Average rate of speed actually attained by special trains, including stops and detentions, -	-
Average rate of speed adopted for freight trains, including stops, -	10 miles per hour.
Estimated weight in tons of passenger cars (not including passengers) hauled one mile, -	2,600
Estimated weight in tons of merchandise cars (not including freight) hauled one mile, -	4,640

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, maintenance of way, exclusive of wooden bridges, and renewals of iron, -	-	\$8,391.61	
For repairs of wooden bridges, -	-	1,295.25	
For wages of switchmen, average per month, \$31,	} Total.		
For wages of gate-keepers, average per month, \$21,			
For wages of signal-men, average per month, \$21,		2,472.01	
For wages of watchmen, average per month, \$35,			
Number of men employed, exclusive of those engaged in construction, -	-	-	About 140.
For removing ice and snow, (this item to include all labor, tools, repairs, and extra steam-power used,) -	-	-	837.72
For repairs of fences, gates, houses for signal-men, gate-keepers, switchmen, tool-houses, -	-	-	343.49
Total for maintenance of way, -	-	-	13,340.08

MOTIVE POWER AND CARS.

For repairs of locomotives, -	-	\$6,972.34	
For new locomotives, to cover depreciation, -	-	8,500.00	
For repairs of passenger cars, -	-	2,885.13	
For new passenger cars, to cover depreciation, -	-	-	
For repairs of merchandise cars, -	-	5,581.71	
For new merchandise cars, to cover depreciation, -	-	-	
For repairs of gravel and other cars, -	-	304.19	
Total for maintenance of motive power and cars, -	-	-	24,243.37
Number of engines, -	-	11	
Number of passenger cars, -	-	8	
Number of baggage cars, -	-	4	
Number of merchandise cars, -	-	125	
Number of gravel cars, -	-	20	

MISCELLANEOUS.

For fuel used by engines during the year, viz.:		
Wood, number of cords, —. Cost of the same,	\$16,489.42	
Coal, number of tons, (reckoning 2,240 lbs. to the ton,) —. Cost of same, -	3,896.24	
For oil used by cars and engines, -	1,876.69	
For waste and other material for cleaning, -	320.15	
For salaries, wages and incidental expenses, chargeable to passenger department, -	13,453.21	
For salaries, wages and incidental expenses, chargeable to freight department, -	16,168.72	
For gratuities and damages, -	636.10	
For taxes and insurance, -	1,746.99	
For ferries, -	-	
For repairs of station buildings, aqueducts, fixtures, furniture, -	5,185.16	
For renewals of iron, including laying down, -	19,893.50	
For new iron laid down, deducting the value of old iron taken up, -	-	
For amount paid other companies, in tolls for passengers and freight carried on their roads, specifying each company, -	-	

For amount paid other companies, as rent for use of their roads, specifying each company, - - -		
For salaries of President, Treasurer, Superintendent, law expenses, office expenses of the above offices, and all other expenses not included in any of the foregoing items, - - - - -	9,479.60	
Total miscellaneous, - - - - -		89,145.78
Total expenditures for working the road, - - -		126,729.23
Total amount of interest paid during the year, -		9,228.24

INCOME DURING THE YEAR.

<i>For Passengers :</i>		
1. On main road, including branches owned by company,	\$98,867.70	
2. To and from other roads, specifying what, -		
<i>For Freight :</i>		
1. On main road and branches owned by company, -	125,840.02	
2. To and from other connecting roads, - - -		
U. S. Mails, - - - - -	4,625.00	
Rents, [and Express,] - - - - -	3,133.91	
Total income, - - - - -		232,466.63
Net earnings, after deducting expenses, [and interest,]		96,509.16

DIVIDENDS.

\$4½ per Share. Total, - - - - -	\$68,499.00	
Surplus not divided, - - - - -	28,010.16	
Surplus last year, [\$67,047.18 ; \$50,000.00 of which has been used in payment of Bonds, leaving a balance of,	17,047.18	
Total surplus, - - - - -		45,057.1

ESTIMATED DEPRECIATION BEYOND THE RENEWALS, VIZ.:

Of road and bridges, - - - - -	} 50,000.00
Buildings, - - - - -	
Engines and cars, - - - - -	

MORTGAGE DEBTS.

Amount of debts, secured by mortgage of road and franchise, or any property of the Corporation, per last Report, - - - - -	194,500.00
Mortgage debt, paid since last Report, - - - - -	44,500.00
Increase of mortgage debt, since last Report, - - -	
Present amount of mortgage debts, - - - - -	150,000.00
Number of mortgages on road and franchise, or any property of the Corporation, - - - - -	One.

GEORGE T. RICE,
ALEX. DE WITT,
JACOB FISHER,
A. F. LAWRENCE,
STEPHEN SALISBURY,
F. H. KINNICUTT,

} *Directors
of the
Railroad Corporation.*

WORCESTER, SS. December 24, 1860.

Then personally appeared George T. Rice, Alex. DeWitt, Jacob Fisher, Asa F. Lawrence, Stephen Salisbury, and F. H. Kinnicutt, and severally made oath that the foregoing statement by them subscribed, is true, according to their best knowledge and belief.

Before

T. W. HAMMOND, *Justice of the Peace.*

I, the subscriber, Commissioner of the Worcester and Nashua Railroad Company, appointed by the Governor of Massachusetts, having examined the foregoing Report, find it correct and approve the same.

Worcester, December 28, 1860.

STEPHEN P. TWISS.

THIRD

ANNUAL REPORT

OF THE

BOSTON AND CHELSEA RAILROAD,

TO THE

LEGISLATURE OF MASSACHUSETTS.

CHARLESTOWN:
PRINTED BY W. W. WHEILDON,
1861.



THIRD ANNUAL REPORT

OF THE

BOSTON AND CHELSEA RAILROAD.

Report of the Directors of the Boston and Chelsea Railroad Company, for the year ending November 30, 1860.

CONDITION OF THE COMPANY.		
Capital stock, fixed by charter, - - -		\$300,000 00
Capital stock, as voted by the company, - - -		\$140,000 00
Capital stock paid in, in cash, - - -		} The Road was built by contract for the above sum.
Capital stock paid in, in work and materials, by contractors and others, - - -		
Funded debt, - - -		None.
Floating debt, - - -		“
Total debt, - - -		“
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name, - - -		None.
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property, - - -		None.
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair, - - -		None.
COST OF THE ROAD.		
Amount expended for labor in excavating for the track, laying foundations and rails, - - -		} This Road was built by contract for the gross sum of \$140,000, including all expenses.
Amount expended for timber for foundation, - - -		
Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road, - - -		
Amount expended for paving, - - -		
Amount expended for paving stones, - - -		
Amount expended for engineering, - - -		
Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as mentioned below, - - -		
Total cost of road, - - -		
Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road, - - -		
Net cost of road, - - -			$140,000 00

COST OF EQUIPMENT.

Number of cars and cost, - - - -	} This Road is under lease to the Malden and Melrose Railroad Co., who furnish the entire equipment.
Number of horses and cost, - - - -	
Cost of omnibuses, sleighs, and other vehicles, excepting cars owned by the company, - - - -	
Cost of land and buildings thereon when purchased, - - - -	
Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company, - - - -	
Cost of other articles of equipment, (specifying what,) - - - -	
Total cost of equipment, - - - -	
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items, - - - -	
Net amount at which the equipment stands charged on the books of the company, - - - -	

CHARACTERISTICS OF THE ROAD.

Length of single main track, - - - -	7,804 feet.
Length of double main track - - - -	3,687 "
Total length of road, - - - -	11,491 "
Length of branches owned by the company, stating whether they have a single or double track, - - - -	None.
Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, - - - -	862 feet.
Total length of rail, - - - -	16,040 feet.
Weight of rail used, per yard, (specifying whether of cast or rolled iron,) - - - -	56 lbs. Wrought iron.
Maximum grade, per mile on road, with length of grade, - - - -	184.8 feet; length 240 ft.
Shortest radius of curvature, with length of curve, - - - -	Rd. 200 ft.; length 197 ft.
Greatest length of single track on road between two turnouts, - - - -	1888 feet.

Total length of main track which is paved, - - - -

} The whole track is paved except Chelsea Bridge.

DOINGS DURING THE YEAR.

Total number of miles run during the year, - - - -	} Road under lease as previously stated.
Number of passengers carried in the cars, - - - -	
Rate of speed adopted, including stops and detentions, - - - -	
Rate of speed actually attained, including stops and detentions, - - - -	
Number of persons employed, regularly, (specifying the occupations of each,) - - - -	
Total number of trips run during the year, - - - -	
Average number of passengers each trip, - - - -	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, - - - -	}
For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses, - - - -	
For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the company, - - - -	

For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	-	-	-	-
For interest,	-	-	-	-
For taxes and insurance,	-	-	-	-
For tolls paid other companies for the right to pass over their roads,	-	-	-	-
For rent paid other companies for use of their roads,	-	-	-	-
For provender—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses,	-	-	-	-
For miscellaneous articles purchased during the year, such as harnesses, blankets, &c., the use of which continues for one or more years—and not included in the cost of equipment,	-	-	-	-
For loss on horses—that is to say, the difference between the present estimated value of the horses owned by the company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or, if this is the first report of the company, then the difference between the estimated value of the horses on hand and their cost—giving the present average estimated value of each horse,	-	-	-	-
For incidental expenses—to include printing, president's, directors', treasurer's and superintendent's salaries, and all expenses other than those belonging to the actual working of the road,	-	-	-	-
For all other expenses,	-	-	-	-
For amount charged on the company's books during the year, for estimated or actual depreciation of the following property:—				
Cars,	-	-	-	-
Horses,	-	-	-	-
Omnibuses,	-	-	-	-
Real estate,	-	-	-	-
Road,	-	-	-	-
Other property,	-	-	-	-
Total,	-	-	-	-
Total expenses,	-	-	-	-

Road under lease, as previously stated.

EARNINGS.

Received from passengers in cars and omnibuses, and for tickets sold,	-	-	-	-
From other roads, as toll or rent for use of road,	-	-	-	-
From United States mails,	-	-	-	-
For sales of manure,	-	-	-	-
From other sources,	-	-	-	-
Total earnings,	-	-	-	-
Net earnings, after deducting expenses,	-	-	-	-
Surplus earnings of previous year on hand,	-	-	-	-
Net earnings as above,	-	-	-	-
Total surplus for payment of dividends,	-	-	-	-
Dividends declared during the year,	-	-	-	-
Total per centage of dividends for the year,	-	-	-	-
Present surplus,	-	-	-	-

Received for rent from Oct. 1, 1859, to Oct. 1, 1860, \$5600, which was distributed in two dividends of 4 per ct. each on \$70,000 stock.

MISCELLANEOUS.		
Increase during the year—		} Leased as previously stated.
Of capital stock, as fixed by the charter, -	-	
Of capital stock as voted by the company, -	-	
Of capital stock paid in, -	-	
Increase of funded debt during the year, -	-	
Increase of floating debt during the year, -	-	
Decrease of funded debt during the year, -	-	
Decrease of floating debt during the year, -	-	
Increase of mortgage debt during the year, -	-	
Decrease of mortgage debt during the year, -	-	
Increase in cost of road during the year, including amount charged for depreciation thereon, -	-	
Decrease in nominal cost of road, by amount charged for depreciation thereon, -	-	
Increase in cost of equipment during the year, including amount charged for depreciation thereon, -	-	
Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation, -	-	
List of accidents on road during the year, -	-	

WM. W. WHEILDON,
ESTES HOWE,
G. G. HUBBARD,
R. E. DEMMON,
JOHN LOW,
JOSEPH H. CONVERSE.

Directors of the Chelsea Railroad Company.

BOSTON, SUFFOLK, SS., Dec. 19, 1860.

Then personally appeared William W. Wheildon, Estes Howe, Gardner G. Hubbard, and Joseph H. Converse, and severally made oath to the truth of the foregoing statement, by them subscribed. Before

JAMES C. DUNN, *Justice of the Peace.*

R E P O R T

OF THE

D I R E C T O R S

OF THE

BROADWAY HORSE RAILROAD

C O M P A N Y ,

FOR THE YEAR ENDING NOVEMBER 30, 1860

B O S T O N :

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1 8 6 0 .

REPORT OF THE DIRECTORS

OF THE

BROADWAY HORSE RAILROAD COMPANY.

For the year ending November 30, 1860. General Statutes, Chap. 63, Sects. 143, 144.

CONDITION OF THE COMPANY.

1. Capital Stock, fixed by Charter,		\$150,000 00
2. Capital Stock, as voted by the Company,	\$75,000 00	
3. Capital Stock paid in, in cash,	63,600 00	
4. Capital Stock paid in, in work and materials, by contractors and others,	-	-
5. Funded debt,	-	-
6. Floating debt,	-	-
7. Total debt,	-	-
8. Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,	-	-
9. Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property,	-	-
10. Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in run- ning the road and keeping it in repair,	140 96	

COST OF THE ROAD.

11. Amount expended for labor in excavating for the track, laying foundation and rails,	}	\$54,599 10	
12. Amount expended for timber for foundation,			
13. Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road,			
14. Amount expended for paving,			
15. Amount expended for paving stones,			
16. Amount expended for engineering,	}		
17. Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the com- pany, in the cost of the road, not including items of equipment or running expenses, as mentioned below,			8,870 36
18. Total cost of road,			\$63,469 46
19. Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road,			-
20. Net cost of road,			63,469 46

COST OF EQUIPMENT.

21. Number of cars and cost,	} Road leased. Equipment furnished by lessees.
22. Number of horses and cost,	
23. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,	
24. Cost of land and buildings thereon when purchased	
25. Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,	
26. Cost of other articles of equipment, (specifying what,)	
27. Total cost of equipment,	
28. Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,	
29. Net amount at which the equipment stands charged on the books of the Company,	

CHARACTERISTICS OF THE ROAD.

30. Length of single main track,	9110 feet.
31. Length of double main track,	6366 feet.
32. Total length of road,	15,446 feet.
33. Length of branches owned by the Company, stating whether they have a single or double track,	-
34. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	400 feet.
35. Total length of rail,	44,664 feet.
36. Weight of rail used, per yard, (specifying whether of cast or rolled iron,)	55 lbs.
37. Maximum grade, per mile, on road, with length of grade,	332 feet, and 320 feet.
38. Shortest radius of curvature, with length of curve,	45 feet.
39. Greatest length of single track on road between two turnouts,	1620 feet.
40. Total length of main track which is paved,	All paved.

DOINGS DURING THE YEAR.

41. Total number of miles run during the year,	} No return from lessees.
42. Number of passengers carried in the cars,	
43. Rate of speed adopted, including stops and detentions,	
44. Rate of speed actually attained, including stops and detentions,	
45. Number of persons employed, regularly, (specifying the occupations of each,)	
46. Total number of trips run during the year,	
47. Average number of passengers each trip,	

EXPENDITURES FOR WORKING THE ROAD.

48. For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,	}
49. For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses,	

50.	For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company,	
51.	For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	
52.	For interest,	
53.	For taxes and insurance,	
54.	For tolls paid other companies for the right to pass over their roads,	
55.	For rent paid other companies for use of their roads,	
56.	For provender, — to include cost of hay, grain, straw, or other articles used for the food and bedding of horses,	
57.	For miscellaneous articles purchased during the year — such as harnesses, blankets, &c., the use of which continues for one or more years — and not included in the cost of equipment,	
58.	For loss on horses — that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost — giving the present average estimated value of each horse,	
59.	For incidental expenses, — to include printing, president's, directors', treasurer's, and superintendent's salaries, and all expenses other than those belonging to the actual working of the road,	
60.	For all other expenses,	
61.	For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property: —	
	Cars,	\$
	Horses,	
	Omnibuses,	
	Real estate,	
	Road,	
	Other property,	
	Total,	
62.	Total expenses,	

} No return from lessees.

EARNINGS.

63.	Received from passengers in cars and omnibuses, and for tickets sold,	
64.	From other roads, as toll or rent for use of road,	
65.	From United States mails,	
66.	For sales of manure,	
67.	From other sources,	
68.	Total earnings,	
69.	Net earnings, after deducting expenses,	
70.	Surplus earnings of previous year, on hand,	
71.	Net earnings, as above,	
72.	Total surplus for payment of dividends,	

} No return from lessees.

73. Dividends declared, during the year, . . .	Two.	
74. Total percentage of dividends, for the year, . . .		1077-100
75. Present surplus,		\$10 42

MISCELLANEOUS.

76. Increase during the year —		
Of capital stock, as fixed by the charter, . . .	-	-
Of capital stock, as voted by the Company, . . .	\$15,000 00	
Of capital stock, paid in,	10,000 00	
77. Increase of funded debt, during the year, . . .	-	-
78. Increase of floating debt, during the year, . . .	-	-
79. Decrease of funded debt, during the year, . . .	-	-
80. Decrease of floating debt, during the year, . . .	-	-
81. Increase of mortgage debt, during the year, . . .	-	-
82. Decrease of mortgage debt, during the year, . . .	-	-
83. Increase in cost of road, during the year, including amount charged for depreciation thereon, . . .	10,066 78	
84. Decrease in nominal cost of road, by amount charged for depreciation thereon,	-	-
85. Increase in cost of equipment, during the year, including amount charged for depreciation thereon,	-	-
86. Decrease in cost of equipment, by sale of any por- tion thereof, or by amount charged for deprecia- tion,	-	-
87. List of accidents on road during the year, . . .	-	-

SETH ADAMS,
HENRY SOUTHER,
D. L. BRADFORD,
S. G. HOWE,
GEO. H. EVERSON,

Directors of the Broadway Horse Railroad Co.

RETURNS

OF THE

CAMBRIDGE RAILROAD COMPANY

AND THE

UNION RAILWAY COMPANY,

TO THE

Secretary of the Commonwealth of Massachusetts,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

CAMBRIDGE:
WELCH, BIGELOW, AND COMPANY,
PRINTERS TO THE UNIVERSITY.
1860.

CAMBRIDGE RAILROAD COMPANY.

THE FIFTH RETURN OF THE CAMBRIDGE RAILROAD COMPANY
TO THE SECRETARY OF THE COMMONWEALTH OF MASSACHUSETTS, — FOR THE YEAR ENDING NOVEMBER 30, 1860, UNDER ACTS OF 1857, CHAPTERS 40 AND 240.

CONDITION OF THE COMPANY.	
Capital Stock, fixed by charter,	\$ 300,000.00
Capital Stock, as voted by the Company,	300,000.00
—	
Capital Stock paid in, in cash,	6,000.00
Capital Stock paid in, in work and materials, by contractors and others,	294,000.00
	\$ 300,000.00
Total,	(See Remarks preceding the Return of this Company for the year 1857.)
—	
Funded debt,	\$ 174,600.00
Floating debt,	None.
Total debt,	\$ 174,600.00
—	
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,	\$ 150,000.00
—	
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property.	} One on the road to secure \$ 150,000 of the funded debt, as above.
—	
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair,	Nothing.

COST OF THE ROAD.

This road was built by contract, for the sum of	\$ 464,600.00
The expenditures, for additional work beyond that specified in the contracts, have been as follow:—	
For alterations of road, lengthening switches and turnouts, &c., &c.,	1,075.21
For lumber,	63.45
For iron work required for alterations, &c., &c.,	1,196.16
For paving,	1,886.56
For paving-stones and gravel,	417.11
For engineering,	4,625.00
For interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included on the books of the Company in the cost of the road, not including items of equipment or running expenses,	7,513.65
Total cost of the road,	<u>\$ 481,377.14</u>
Amount included, in the present and in past years, among the running expenses for estimated or actual depreciation of the road,	Nothing.
Net cost of road,	\$ 481,377.14

CHARACTERISTICS OF THE ROAD.

Length of single main track,	6,952 feet.
Length of double main track,	18,403 feet.
Total length of road,	<u>25,355 feet.</u>
Length of branches owned by the Company, stating whether they have a single or double track.	} 31,511 feet. — All single track.
Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	<u>4,646 feet.</u>
Total length of rail,	} 61,512 feet. The total length of rail on this road is equal to that of a single track road, 15 715-5280 miles in length.
Weight of rail used, per yard, specifying whether of cast or rolled iron.	} Rolled Iron. — Grooved rail, 64 and 62 lbs. per yard. — T rail 33 lbs. per yard.
Maximum grade, per mile, on road, with length of grade.	} 209 11-21 feet per mile; 630 feet in length, in Cambridge St., Boston.
Shortest radius of curvature, with length of curve,	} 40 feet; 17 feet in length.
Greatest length of single track on road between two turnouts.	} 3,290 feet, in River Street Branch.
Total length of main track which is paved,	} All the main track is paved.

MISCELLANEOUS.	
Increase during the year, —	"
Of capital stock as fixed by charter,	Nothing.
Of capital stock as voted by the company,	Nothing.
Of capital stock paid in,	Nothing.
—	
Increase of funded debt, during the year,	Nothing.
Increase of floating debt, during the year,	Nothing.
—	
Decrease of funded debt, during the year,	Nothing.
Decrease of floating debt, during the year,	Nothing.
—	
Increase of mortgage debt, during the year,	Nothing.
Decrease of mortgage debt, during the year,	Nothing.
—	
Increase in cost of road, during the year, including amount charged for depreciation thereon,	Nothing.
Decrease in nominal cost of road, by amount charged for depreciation thereon,	Nothing.

The entire road owned by this Company is under lease to the Union Railway Company, who pay as rent therefor *nine* per cent. per annum on the capital stock of this Company, the interest on its debt, and *two* per cent. per annum on the mortgage debt, as a sinking fund for its payment. The road being equipped, operated, and kept in repair by the Union Railway Company, reference is made to its return for replies to the interrogatories, in the blank form of return furnished by the Secretary of the Commonwealth, under the heads of *Cost of Equipment, Doings during the Year, Earnings, Expenditures for Working the Road, and List of Accidents.*

An extension of the road has been partially constructed this year, but as it is incomplete and not in use, and the accounts are not adjusted, no account of it is taken in this report.

A statement of the present condition of the Sinking Fund, for the redemption of the Company's Mortgage Bonds, is appended to the Return.

Respectfully submitted, by

GARDINER G. HUBBARD, CHARLES C. LITTLE, W. A. SAUNDERS, ESTES HOWE,	}	<i>Directors of the Cambridge Railroad Company.</i>
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Commonwealth of Massachusetts.

MIDDLESEX SS.

CAMBRIDGE, December 27, 1860.

Then personally appeared the above-named Gardiner G. Hubbard, Charles C. Little, W. A. Saunders, and Estes Howe, and made oath that the foregoing Return, by them signed, is true to the best of their knowledge and belief.

Before me,

J. B. DANA, *Justice of the Peace.*

STATEMENT OF THE CONDITION OF THE SINKING FUND FOR
THE REDEMPTION OF THE MORTGAGE BONDS OF THE CAM-
BRIDGE RAILROAD COMPANY.

In pursuance of the 24th Chapter of the Laws of Massachusetts, 1855, the Trustees of the Sinking Fund for redemption of the Bonds (to the amount of one hundred and fifty thousand dollars) issued by the Cambridge Railroad Company, have received *fifteen thousand seven hundred and fifty-six dollars and forty-seven cents*, and have advanced to said Fund *four dollars and twenty-six cents*, all of which has been invested in thirty-eight of said Bonds, of the amount of nineteen thousand dollars, said railroad being mortgaged to said trustees as security for said Bonds, and payments of interest thereon.

WILLARD PHILLIPS, <i>for himself,</i>	}	<i>Trustees.</i>
<i>and also for</i>		
Z. L. RAYMOND,		
<i>and</i>		
HENRY POTTER,		

BOSTON, December 1, 1860.

TRUSTEES' RECEIPTS.

	As per statement appended to the Return of the Cambridge Railroad Company, Nov. 30, 1859, . . .	\$ 11,975.00
April 1, 1860.	From the Cambridge Railroad Company, 1 per cent. on amount of Bonds issued,	1,500.00
Oct. 1, 1860.	From the Cambridge Railroad Company, 1 per cent. on amount of Bonds issued,	1,500.00
		\$ 14,975.00
	Interest collected, less reimbursement to Trustees,	781.47
	Cash advanced by the Trustees,	4.26
		\$ 15,760.73
	Amount of Bonds purchased by the Trustees, as per last statement,	\$ 15,000.00
	Amount of Bonds purchased by the Trustees since last statement,	4,000.00
		\$ 19,000.00
	Amount of Bonds held by the Trustees,	\$ 19,000.00
	Less cash advanced by the Trustees,	4.26
	Present amount of the fund towards the payment of the \$150,000 issued,	\$ 18,995.74

UNION RAILWAY COMPANY.

THE FIFTH RETURN OF THE UNION RAILWAY COMPANY TO
THE SECRETARY OF THE COMMONWEALTH OF MASSACHU-
SETTS,—FOR THE YEAR ENDING NOVEMBER 30, 1860, UNDER
ACTS OF 1857, CHAPTERS 40 AND 240.

CONDITION OF THE COMPANY.	
Capital Stock, fixed by Charter,	\$ 200,000.00
Capital Stock, as voted by the Company,	160,000.00
—	
Capital Stock paid in, in cash,	<div style="display: flex; align-items: center;"> { <div> <p>The amount of capital paid in is \$ 160,000. Of this amount \$ 20,145.28 is in notes of the stockholders, secured by pledge of stock.</p> </div> </div>
Capital Stock paid in, in work and materials, by contractors and others,	
—	
Funded debt,	<div style="display: flex; align-items: center;"> { <div> <p>There is no mortgage on the franchise or any of the property of the company excepting its real estate.</p> </div> </div>
Floating debt,	
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,	<div style="display: flex; align-items: center;"> { <div> <p>The debt is as follows : —</p> </div> </div>
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property,	
	\$ 24,589.60 Balance due on purchases of sundry parcels of real estate, secured by four mortgages and a pledge of the same.
	49,300.18 Other debt, which includes the amount of notes payable unsecured ; amount due to the stock and bondholders of the Cambridge Railroad Company for accrued rent, not yet payable ; the balances of all personal accounts, and the amount of all unsettled bills, for work performed and materials furnished previous to November 30, 1860.
	<hr style="width: 20%; margin: 0 auto;"/> \$ 73,889.78 Total debt.

Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property, on hand, used, or which is to be used, in running the road and keeping it in repair,	Available assets,	\$ 57,975.62
	Besides stockholders' notes as before mentioned, for	20,145.28
	And an interest in the Sinking Fund for the redemption of the Mortgage Bonds of the Cambridge Railroad Company, which, by a statement from the Trustees of said fund appended to the return of said Company, is	18,995.74
	Total, exclusive of the equipment and other property as is hereinafter set forth,	\$ 97,116.64

COST OF EQUIPMENT.

Number of cars and cost,	} 54 cars, valued at	\$ 35,444.41
Number of horses and cost, . . . . .			} 305 horses, valued at $ 112.50 each,	34,312.50
Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,	Valued at	500.00
Cost of land and buildings thereon when purchased, . . . . .	. . . . .	48,956.59
Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,	Valued at	10,901.31
Cost of other articles of equipment (specifying what: Harnesses, blankets, &c., tools, stable furniture, materials to be used in repairing the roads and equipment, office furniture, and provender on hand, . . . . .	. . . . .	12,844.69
In addition to the above sums, there has been expended and charged to the equipment account, at various times since the Company was organized, for sundry items connected with its operations, including loss on old omnibuses, horses, &c., construction of switches, turn-outs, tracks to car-houses, &c., . . . . .	. . . . .	15,011.25
Total cost of equipment, . . . . .	. . . . .	\$ 157,970.75
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items.	<p>The equipment of the Company being entered on its books at the <i>appraised value</i>, and not at its cost, charges for depreciation are unnecessary. For an explanation of the plan adopted by the Company in keeping its accounts in this respect, see its returns for the years 1857 and 1858.</p>	
Net amount at which the equipment stands charged on the books of the Company, . . . . .	. . . . .	\$ 157,970.75

DOINGS DURING THE YEAR.	
Total number of miles run during the year,	662.853
Number of passengers carried in the cars,	*2,872,470
Rate of speed adopted, including stops and detentions,	8 miles per hour.
Rate of speed actually attained, including stops and detentions,	8 miles per hour.
Number of persons employed, regularly (specifying the occupations of each),	1 President,
	1 Treasurer,
	1 Clerk,
	1 Superintendent,
	1 Clerk to do.,
	4 Overseers of Stables,
	41 Conductors, †
	2 Starters,
	40 Drivers,
	3 Mechanics, Car Repa's,
	1 " Harn'ss Ma.,
	8 " Blacksmiths,
2 " Painters,	
4 Watchmen,	
29 Hostlers,	
7 Switchmen,	
16 Roadmen,	
Total number of trips run during the year,	162 persons regularly employed Nov. 30, 1860..
Average number of passengers each trip,	91,077; } 31.53, or about 15½ each way.

EARNINGS.	
Received from passengers in cars and omnibuses, and for tickets sold,	\$ 200,490.02
From other roads, as toll or rent for use of road,	750.00
From United States mails,	1,255.50
For sales of manure,	937.88
From other sources,	
Total earnings,	<u>\$ 203,433.40</u>

EXPENDITURES FOR WORKING THE ROAD.	
For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,	\$ 3,653.09
For general repairs, including repairs of cars, omnibuses, and harnesses, and for shoeing horses,	5,883 99
For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company,	142.21
Amount carried forward,	<u>\$ 9,679.29</u>

* This includes passengers carried over the Cambridge Road to Watertown, Brighton, and West Cambridge.

† Of this number, 5 conductors are employed by this Company in connection with the lessee of the Newton Railroad (to Brighton), and 4 others in connection with the lessee of the West Cambridge Road.

Amount brought forward,		\$ 9,679.29
For wages, including the wages of every person regularly employed, excepting the President, Directors, Superintendent, and Treasurer,		69,314.42
For interest,		1,893.41
For taxes and insurance,		2,606.60
For tolls paid other companies for the right to pass over their roads,	Nothing.	
For rent paid other companies for use of their roads,		39,276.00
For provender, — to include cost of hay, grain, straw, or other articles used for the food and bedding of horses,		37,092.36
For miscellaneous articles purchased during the year, — such as harnesses, blankets, &c., the use of which continues for one or more years, — and not included in the cost of equipment		28.00
For loss of horses, — that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost, — giving the present average estimated value of each horse.	Each horse valued at \$ 112.50,	4,597.25
For incidental expenses, — to include Printing, President, Directors, Treasurer, and Superintendent's salaries, and all expenses other than those belonging to the actual working of the road,		6,263.81
For all other expenses,		15,641.40
For amount charged on the Company's books during the year for estimated or actual depreciation of the following property:—		
Cars,	See remarks under the heading of "Cost of Equipment."	
Horses,		
Omnibuses,		
Real Estate,		
Road,		
Other property,		
Total expenses,		\$ 186,392.54
<hr/>		
Total earnings for the year,		\$ 203,433.40
Total expenditures for working the road during the year,		186,392.54
Net earnings after deducting expenses,		\$ 17,040.86
Surplus earnings of previous year, on hand,		1,161.01
		\$ 18,201.87
Dividends declared during the year,		16,000.00
Total percentage of dividends for the year,	10 per cent.	
Present surplus,		\$ 2,201.87

MISCELLANEOUS.	
Increase during the year, —	} Nothing.
Of capital stock, as fixed by the charter,	
Of capital stock, as voted by the Company,	
Of capital stock paid in,	} The decrease during the year of debt secured by mortgage on the horses is : \$ 5,000.01
Increase of funded debt, during the year,	
Increase of floating debt, during the year,	The decrease during the year of debt secured by mortgage of real estate is . 1,469.04
Decrease of funded debt, during the year,	Total decrease of secured debt, \$ 6,469.05
Decrease of floating debt, during the year,	The increase during the year of unsecured debt is . 11,986.90
Increase of mortgage debt, during the year,	Net increase of debt, during the year, \$ 5,517.85
Decrease of mortgage debt, during the year,	
Increase in cost of equipment, during the year, including amount charged for depreciation thereon, . . . . .	. . . . . \$ 4,131.17
Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation,	Nothing.

LIST OF ACCIDENTS ON ROADS DURING THE YEAR.

January 10, 1860. A man in jumping off the front end of a car, contrary to the rules of the Company, missed his footing and fell under the wheels, which so crushed one of his legs that amputation was necessary.

The roads operated by this Company being owned by the Cambridge Railroad Company and the Waltham and Watertown Railroad Company, reference is made to the returns of those Companies for replies to the interrogatories included in the blank form of return received from the Secretary of the Commonwealth, under the headings of "Cost of the Road" and "Characteristics of the Road."

Respectfully submitted, by

JAMES W. EMERY, H. H. STIMPSON, GARDINER G. HUBBARD, CHARLES C. LITTLE, W. A. SAUNDERS, ESTES HOWE,	}	<i>Directors of the Union Railway Company.</i>
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Commonwealth of Massachusetts.

MIDDLESEX SS.

CAMBRIDGE, December 27, 1860.

Then personally appeared the above-named James W. Emery, H. H. Stimpson, Gardiner G. Hubbard, Charles C. Little, W. A. Saunders, and Estes Howe, and made oath that the foregoing Return, by them signed, is true, to the best of their knowledge and belief.

Before me,

J. B. DANA, *Justice of the Peace.*

FIRST ANNUAL REPORT

OF THE

Cliffondale Railroad Company.

FOR THE YEAR ENDING NOVEMBER 30, 1860.

CONDITIONS OF THE COMPANY.

1. Capital Stock, fixed by charter, - -	\$150,000
2. Capital Stock as voted by the Company, -	50,000
3. Capital Stock paid in, in cash, -	30,100
4. Capital Stock paid in, in work and materials, by contractors and others, - -	None.
5. Funded debt, - - - -	25,000
6. Floating debt, - - - -	None.
7. Total debt, - - - -	25,000
8. Amount of above debt secured by mortgage on the road and franchise, or any property belonging to the corporation, or standing in its name, - -	25,000
9. Number of mortgages on the road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property, - - -	One mortgage on the railroad from the line dividing Lynn & Sanguis, to its intersection with Malden and Melrose railroad for \$25,000.
10. Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping in repair, - - -	None.

CHARACTERISTICS OF THE ROAD.

30. Length of single main track, - - -	35,607 feet.
31. Length of double main track, - - -	None.
32. Total length of road, - - -	35,607 feet.
33. Length of branches owned by the Company, stating whether they have a single or double track, - - -	None.
34. Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, - - -	529 feet.
35. Total length of rail, - - -	72,270 feet.
36. Weight of rail used, per yard, (specifying whether of cast or rolled iron,) - -	Roll'd, 7 1-2 lbs.—a strap rail, bolted & spiked upon longitudinal timbers. Cast iron, 80 lbs.
37. Maximum grade, per mile on road, with length of grade, - - -	211 feet for 400 feet.
38. Shortest radius of curvature, with length of curve, - - -	75 feet for 113 feet.
39. Greatest length of single track on road between two turnouts, - - -	About 11,000 feet.
40. Total length of main track which is paved, - - -	None.

This Company have had granted to them locations by the Selectmen of Malden and Saugus, and have put their Railroad under contract. The Contractor has laid the main track from its intersection with the Railroad of the Malden and Melrose Railroad Company, in South Malden, to the line dividing Saugus and Lynn, and is putting in switches and turn-outs, and doing other work on the road necessary to prepare it for running. An agreement has been made with the Malden and Melrose Railroad Company to run the road when ready for use. In its present state it is impossible to give specific returns beyond those above given.

A. W. BOARDMAN,
EBENEZER W. STONE,
JAMES M. STONE,
GEORGE O. BRASTOW,
A. E. JOHONNOT,

Directors of the Cliftondale Railroad Company.

SUFFOLK SS., December 31, 1860.

Then personally appeared A. W. Boardman, E. W. Stone, James M. Stone, George O. Brastow, and A. E. Johonnot, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

Before

WM. J. EAMES, *Justice of the Peace.*

THIRD ANNUAL REPORT

OF THE

DORCHESTER RAILWAY

COMPANY.

1860.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1860.

REMARKS.

The Dorchester Railway Company was organized under the provisions of Chapter 279 of the Acts of the year 1856, and purchased the corporate property of the Dorchester Avenue Railroad Company at a sale ordered by a decree of the Supreme Judicial Court, in January, 1858. The road has been leased to Messrs. Gore, Rose & Company, of Boston, who purchased the entire equipment, and have run the cars and the line of coaches connected therewith, since June 1, 1858, on their own account, paying a rent equal to eight per cent. per annum on the amount of stock outstanding, and also the taxes and insurance on the buildings. They are also bound under their lease to make good any depreciation in the road, and to keep it throughout in perfect repair. During the year 1860, a branch has been built, (under contract with the Dorchester Extension Railway Company for that part of it lying in Dorchester,) extending from the main road at Washington Village, in South Boston, to Washington Street, in Dorchester. The total cost of this branch was \$18,200.00. A double track in South Boston, from Broadway to Washington Village, has been in part laid down, and will probably be completed for use in the spring of 1861.

THIRD ANNUAL REPORT

OF THE

DORCHESTER RAILWAY COMPANY.

For the year ending November 30, 1860, under the General Statutes, Chapter 63.

CONDITION OF THE COMPANY.

1. Capital Stock, fixed by Charter,		\$300,000 00
2. Capital Stock, as voted by the Company,	\$106,100 00	
3. Capital Stock paid in, in cash,	94,565 37	
4. Capital Stock paid in, in work and materials, by contractors and others,	10,734 63	
5. Funded debt,	None.	
6. Floating debt,	}	835 79
7. Total debt,	}	
8. Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,	None.	
9. Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property,	None.	
10. Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair,	\$1,011 50	

COST OF THE ROAD.

11. Amount expended for labor in excavating for the track, laying foundation and rails,		
12. Amount expended for timber for foundation,		
13. Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road,		
14. Amount expended for paving,		
15. Amount expended for paving stones,		
16. Amount expended for engineering,		
17. Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as mentioned below,		
18. Total cost of road,		\$136,350 42
19. Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road,	-	-
20. Net cost of road,	-	-

The original cost of construction is the same as returned by the Dorchester Avenue Railroad Company, of whom it was purchased after its completion, viz.: \$118,150.42, to which add cost of new branch built in 1860, under contract, \$18,200.00

COST OF EQUIPMENT.

21. Number of cars and cost,	21.—\$14,143 00
22. Number of horses and cost,	141.— 15,510 00
23. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,	\$5,399 00
24. Cost of land and buildings thereon when purchased	} 13,873 68
25. Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,	
26. Cost of other articles of equipment, (specifying what,)	- -
27. Total cost of equipment,	- -
28. Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,	- -
29. Net amount at which the equipment stands charged on the books of the Company,	{ The road being under lease, all the equipment except the real estate, belongs to the lessees.

CHARACTERISTICS OF THE ROAD.

30. Length of single main track,	25,200 feet.
31. Length of double main track,	None.
32. Total length of road,	As above.
33. Length of branches owned by the Company, stating whether they have a single or double track,	13,524 feet of single track.
34. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	2,661 feet.
35. Total length of rail,	41,385 feet.
36. Weight of rail used, per yard, (specifying whether of cast or rolled iron,)	} 45 lbs. on main track, 33 lbs. on branch. Rolled iron.
37. Maximum grade, per mile, on road, with length of grade, . . . . .		} 316.80 feet per mile, for 100 feet in length.
38. Shortest radius of curvature, with length of curve,	{ The curve at the foot of Summer Street, in Boston, is a compound curve, and, taken as a whole, has a radius of 122.15 feet, and is 111.02 feet long; the shortest radius of any 50 feet of it is 89.80 feet.
39. Greatest length of single track on road between two turnouts,	3383 feet.
40. Total length of main track which is paved,	{ The entire main track is paved; the branch is unpaved, except at street or other crossings.

DOINGS DURING THE YEAR.

(As returned by the Lessees.)

41. Total number of miles run during the year,	221,872.
42. Number of passengers carried in the cars,	About 765,409.
43. Rate of speed adopted, including stops and detentions,	} About 7 miles per hour.
44. Rate of speed actually attained, including stops and detentions,	
45. Number of persons employed, regularly, (specifying the occupations of each,)	{ 64, viz.: 15 conductors, 17 drivers, 12 shop hands, 15 stblers, 5 track-men.

46. Total number of trips run during the year, . . .	23,355
47. Average number of passengers each trip, . . .	32

EXPENDITURES FOR WORKING THE ROAD.

48. For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, . . .	} Made by Lessees.	
49. For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses, . . .		
50. For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company, . . .		
51. For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, . . .		
52. For interest, . . .		
53. For taxes and insurance, . . .	} None.	
54. For tolls paid other companies for the right to pass over their roads, . . .		
55. For rent paid other companies for use of their roads, . . .		
56. For provender, — to include cost of hay, grain, straw, or other articles used for the food and bedding of horses, . . .		
57. For miscellaneous articles purchased during the year — such as harnesses, blankets, &c., the use of which continues for one or more years — and not included in the cost of equipment, . . .		
58. For loss on horses — that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost — giving the present average estimated value of each horse, . . .		
59. For incidental expenses, — to include printing, president's, directors', treasurer's, and superintendent's salaries, and all expenses other than those belonging to the actual working of the road, . . .		
60. For all other expenses, . . .		\$254 86
61. For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property: —		23 00
Cars, . . .		\$
Horses, . . .		
Omnibuses, . . .		
Real estate, . . .		
Road, . . .		
Other property, . . .		
Total, . . .		
62. Total expenses, . . .	\$277 86	

EARNINGS.

63. Received from passengers in cars and omnibuses, and for tickets sold, . . .	-
---	---

64. From other roads, as toll or rent for use of road,	\$6,536 00
65. From United States mails,	-
66. For sales of manure,	-
67. From other sources,	410 57
68. Total earnings,	6,946 57
69. Net earnings, after deducting expenses,	6,668 71
70. Surplus earnings of previous year, on hand,	2,457 79
71. Net earnings, as above,	6,668 71
72. Total surplus for payment of dividends,	9,126 50
73. Dividends declared, during the year,	8,769 24
74. Total percentage of dividends, for the year,	11 per cent.
75. Present surplus,	\$357 26

MISCELLANEOUS.

76. Increase during the year —	
Of capital stock, as fixed by the charter,	-
Of capital stock, as voted by the Company,	\$18,200 00
Of capital stock, paid in,	17,500 00
77. Increase of funded debt, during the year,	-
78. Increase of floating debt, during the year,	835 79
79. Decrease of funded debt, during the year,	-
80. Decrease of floating debt, during the year,	-
81. Increase of mortgage debt, during the year,	-
82. Decrease of mortgage debt, during the year,	-
83. Increase in cost of road, during the year, including amount charged for depreciation thereon,	18,200 00
84. Decrease in nominal cost of road, by amount charged for depreciation thereon,	-
85. Increase in cost of equipment, during the year, including amount charged for depreciation thereon,	-
86. Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation,	-

87. List of accidents on road during the year,

A boy, four years of age, was killed, having run from behind a wagon standing near the track, directly in front of the horses attached to the car.—A boy, while playing on the top of a car standing on a turn-out, fell off, and was run over by a car passing at the time, and received injuries which made necessary the amputation of one arm.—A boy, two years old, was killed by running suddenly in front of the horses, whose driver was unable to check them in time to save him.

W. R. CLARK,
JOHN J. MAY,
WILLIAM HENDRY,

Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. *Boston, December 22, 1860.* Then personally appeared the above-named John J. May, William Hendry, and, on the 26th Dec., W. R. Clark, and severally made oath that the foregoing return, by them subscribed, is true, to the best of their knowledge, information and belief.

Before me,

A. C. WASHBURN, *Justice of the Peace.*

SECOND

ANNUAL REPORT

OF THE

DORCHESTER

EXTENSION RAILWAY

Company.

1860.

BOSTON:

WILLIAM BENSE, PRINTER, MONKS BUILDING, 8 CONGRESS SQUARE.

1860.

During the year 1860, a branch was built extending from the main Road at Washington Village, South Boston, to Washington Street, Dorchester, and sold to the Dorchester Railway Co., and now constitutes a part of that Road.

SECOND ANNUAL REPORT

OF THE

DORCHESTER EXTENSION RAILWAY CORPORATION.

FOR THE YEAR ENDING NOV. 30, 1860.

CONDITION OF THE COMPANY.

Capital Stock, fixed by charter,	\$ 50000,00
Capital Stock, as voted by the Company,	12000,00
Capital Stock paid in, in cash,	- - - -
Capital Stock paid in, in work and materials, by contractors and others,	12000,00
Funded debt,	
Floating debt,	
Total debt,	800,00

Amount of debt secured by mortgage of the road and franchise or any property belonging to the corporation, or standing in its name,	} None:
Number of mortgages on road and franchise, or any property of the corporation, specifying the num- ber and amount of mortgages on road and fran- chise, and each kind of property,	
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair,	

COST OF THE ROAD.

Amount expended for labor in excavating for the track, laying foundation and rails	} An extension to Milton Village of 550 feet has been added, during the present year, at a cost of \$ 800, making the whole cost of the road \$ 12800,00
Amount expended for timber for foundation,	
Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road,	
Amount expended for paving,	
Amount expended for paving stones,	
Amount expended for engineering,	
Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as mentioned below,	
Total cost of road,	
Amount included in the present and past years, among the running expenses for estimated or actual depreciation of the road,	
Net cost of road, . . . . .		$ 12800,00

COST OF EQUIPMENT.

Number of cars and cost,	}	No equipment or build- ings are owned by the Company.
Number of horses and cost,		
Cost of omnibuses, sleighs and other vehicles, ex- cepting cars. owned by the Company,		
Cost of land and buildings thereon when purchased,		
Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,		
Cost of other articles of equipment, (specifying what,)		
Total cost of equipment,		
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,		
Net amount at which the equipment stands charged on the books of the Company,		

CHARACTERISTICS OF THE ROAD.

Length of single main track,	7830 feet.
Length of double main track,	None.
Total length of road,	7830 feet.
Length of branches owned by the Company, stating whether they have a single or double track,	} None.
Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	
Total length of rail,	8158 feet.
Weight of rail used, per yard, (specifying whether of cast or rolled iron,)	} 33 lbs. rolled iron.
Maximum grade, per mile on road, with length of grade,	
Shortest radius of curvature, with length of curve,	} 211 20-100ths feet per mile, 900 feet,
Greatest length of single track on road between two turnouts,	
Total length of main track which is paved,	No paving on road.

DOINGS DURING THE YEAR.

Total number of miles run during the year,	10065 miles.
Number of passengers carried in the cars,	109500.
Rate of speed adopted including stops and deten- tions,	8 miles per hour.
Rate of speed actually attained, including stops and detentions,	" "
Number of persons employed regularly, (specifying the occupations of each,)	
Total number of trips run during the year,	7300.
Average number of passengers each trip,	15

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,	
For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses,	
For repairs of real estate, including repairs of buildings used as stables, offices or for any other purposes, by the Company,	
For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,	
For interest,	
For taxes and insurance,	
For tolls paid other companies for the right to pass over their roads,	
For rent paid other companies for use of their roads,	
For provender,—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses,	
For miscellaneous articles purchased during the year—such as harnesses, blankets, &c., the use of which continues for one or more years—and not included in the cost of equipment,	
For loss on horses—that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost,—giving the present average estimated value of each horse,	
For incidental expenses,—to include printing, president's, directors', treasurer's, and superintendent's salaries, and all expenses other than those belonging to the actual working of the road,	
For all other expenses,	
For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property:—	
Cars,	
Horses,	
Omnibuses,	
Real Estate,	
Road,	
Other property,	
Total,	
Total expenses,	

This road, at its completion, was leased to Messrs Gore, Rose & Company, of Boston, lessees of the Dorchester Railway, who run the cars on their own account, and pay to this Corporation a rent equal to eight per cent. per annum on the amount of stock outstanding.

3600

3600

EARNINGS.

Received from passengers in cars and omnibuses, and for tickets sold,

From other roads, as toll or rent for use of road,	\$ 960.00
From United States mails, - - - - -	-
For sale of manure, - - - - -	-
From other sources, - - - - -	-
Total earnings, - - - - -	-
Net earnings, after deducting expenses, -	-
Surplus earnings of previous year, on hand, -	-
Net earnings, as above, - - - - -	960.00
Total surplus for payment of dividends, -	-
Dividends declared, during the year, - -	924.00
Total percentage of dividends, for the year, -	7 7-10ths per cent.
Present surplus, - - - - -	-

MISCELLANEOUS.

Increase during the year— - - - -	-
Of capital stock, as fixed by the charter,	-
Of capital stock, as voted by the Company,	-
Of capital stock, paid in, - - - - -	-
Increase of funded debt, during the year, -	-
Increase of floating debt, during the year, -	-
Decrease of funded debt, during the year, -	-
Decrease of floating debt, during the year, -	-
Increase in cost of road, during the year, including amount charged for depreciation thereon, -	-
Decrease in nominal cost of road, by amount charged for depreciation thereon, - - -	-
Increase in cost of equipment, during the year, including amount charged for depreciation thereon,	-
Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation, - - - - -	-
List of accidents on road during the year. -	None.

Respectfully submitted,

CHEEVER NEWHALL, }
 STANLEY GORE, } DIRECTORS.
 DAVID GORE. }

Commonwealth of Massachusetts

SUFFOLK, ss *Boston, December 24, 1860.* Then personally appeared the above named CHEEVER NEWHALL, STANLEY GORE, and DAVID GORE, and made solemn oath that the facts stated in the foregoing report signed by them are true, to the best of their knowledge and belief.

Before me,

J. M. PINKERTON, *Justice of the Peace.*

REPORT OF THE DIRECTORS

OF THE

Lynn & Boston Railroad Company,

FOR THE

YEAR ENDING NOVEMBER 30, 1860.

BOSTON:

GEO. C. RAND & AVERY, CITY PRINTERS,

1860.

REPORT.

CONDITION OF THE COMPANY.

Capital Stock, fixed by charter	\$200,000
Capital Stock, as voted by the Company	100,000
Capital Stock paid in, in cash	30,000
Capital Stock paid in, in work and materials, by contractors and others	
Funded debt	
Floating debt	
Total debt	
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name	
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property	
Amount of assets on hand, exclusive of the road and equip- ment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair	

COST OF THE ROAD.

Amount expended for labor in excavating for the track, laying foundation and rails	
Amount expended for timber for foundation	

Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road.	} \$25,000 paid on acc't of contract.
Amount expended for paving.	
Amount expended for paving-stones	
Amount expended for engineering.	
Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the Company, in the cost of the road, not including items of equipment or running expenses, as mentioned below.	
Total cost of road.	
Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road.	
Net cost of road.	
The contract for building this road is \$130,000 ; it is nearly finished to Swampscott, and in process of equipping.	

COST OF EQUIPMENT.

Number of cars and cost. (Four.)	\$2,800
Number of horses and cost.	
Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company	
Cost of land and buildings thereon when purchased.	
Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company	
Cost of other articles of equipment (specifying what),	
Total cost of equipment	

Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items.

Net amount at which the equipment stands charged on the books of the Company

CHARACTERISTICS OF THE ROAD.

Length of single main track

Length of double main track.

 Total length of road.

Length of branches owned by the Company, stating whether they have a single or double track.

Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches.

 Total length of rail

Weight of rail used, per yard, (specifying whether of cast or rolled iron)

Maximum grade per mile on road, with length of grade

Shortest radius of curvature, with length of curve.

Greatest length of single track on road between two turnouts,

Total length of main track which is paved.

DOINGS DURING THE YEAR.

Total number of miles run during the year

Number of passengers carried in the cars

Rate of speed adopted, including stops and detentions.

Rate of speed actually attained, including stops and detentions

Number of persons employed regularly (specifying the occupations of each)

Total number of trips run during the year

Average number of passengers each trip

EXPENDITURES FOR WORKING THE ROAD.

- For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement
- For general repairs, including repairs of cars, omnibuses, and harnesses, and for shoeing horses.
- For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company
- For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer.
- For interest.
- For taxes and insurance
- For tolls paid other companies for the right to pass over their roads.
- For rent paid other companies for use of their roads.
- For provender, — to include cost of hay, grain, straw, or other articles used for the food and bedding of horses.
- For miscellaneous articles purchased during the year, — such as harnesses, blankets, etc., the use of which continues for one or more years, — and not included in the cost of equipment
- For loss on horses, — that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost, — giving the present average estimated value of each horse.
- For incidental expenses, — to include printing, president's, directors', treasurer's, and superintendent's salaries, and

all expenses other than those belonging to the actual working of the road.....	
For all other expenses.....	
For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property :—	
Cars	\$
Horses	
Omnibuses	
Real Estate	
Road.....	
Other property.....	
	<hr/>
Total.....	
Total expenses	

EARNINGS.

Received from passengers in cars and omnibuses, and for tickets sold.....
From other roads, as toll or rent for use of road.....
From United States mails.....
For sales of manure.....
From other sources.....
Total earnings.....
Net earnings, after deducting expenses.....
Surplus earnings of previous year, on hand.....
Net earnings, as above.....
Total surplus for payment of dividends.....
Dividends declared during the year.....
Total percentage of dividends for the year.....
Present surplus

MISCELLANEOUS.

- Increase during the year —
- Of capital stock, as fixed by the charter
 - Of capital stock, as voted by the Company
 - Of capital stock, paid in
 - Increase of funded debt during the year
 - Increase of floating debt during the year
 - Decrease of funded debt during the year
 - Decrease of floating debt during the year
 - Increase of mortgage debt during the year
 - Decrease of mortgage debt during the year
 - Increase in cost of road during the year, including amount charged for depreciation thereon
 - Decrease in nominal cost of road, by amount charged for depreciation thereon
 - Increase in cost of equipment during the year, including amount charged for depreciation thereon
 - Decrease in cost of equipment by sale of any portion thereof, or by amount charged for depreciation
 - List of accidents on road during the year

N. MATTHEWS,
I. STEBBINS,
W. R. PEARMAIN,
HENRY W. DALE,
H. A. BREED,
BENJ. SHURTLEFF,
C. PORTER,

} *Directors of the
Lynn and Boston
Railroad Company.*

CHELSEA, SUFFOLK, SS., December 18, 1860.

Then personally appeared I. Stebbins, W. R. Pearmain, Henry W. Dale, H. A. Breed, Benj. Shurtleff, C. Porter, Nathan Matthews, and severally made oath to the truth of the foregoing statement by them subscribed.

Before J. B. LOOMIS,
Notary Public.

ANNUAL REPORT

OF THE

MALDEN AND MELROSE RAILROAD,

TO THE

SECRETARY OF THE COMMONWEALTH OF
MASSACHUSETTS.

For the Year ending November 30, 1860.

CHARLESTOWN:
PRINTED BY W. W. WHEILDON,
1861.

ANNUAL REPORT

OF THE

MALDEN AND MELROSE RAILROAD COMPANY.

Report of the Directors of the Malden and Melrose Railroad Company, for the year ending November 30, 1860; under General Statutes, Ch. 63, Sects. 143, 144.

CONDITION OF THE COMPANY.			
Capital stock, fixed by charter, - - -		\$200,000 00	
Capital stock, as voted by the company, - - -		200,000 00	
Capital stock paid in, in cash, - - -		165,000 00	
Capital stock paid in, in work and materials, by contractors and others, - - -		35,000 00	
Funded debt, - - - - -	\$67,600 00		
Floating debt, - - - - -	41,914 61		
Total debt, - - - - -		109,514 61	
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name, - - -			
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property, - - - *			
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair, - - - - -			
		91,009 73	
COST OF THE ROAD.			
Amount expended for labor in excavating for the track, laying foundations and rails, - - -	}		
Amount expended for timber for foundation, - - -			
Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road, - - - - -			
Amount expended for paving, - - - - -			
Amount expended for paving stones, - - - - -			
Amount expended for engineering, - - - - -			
Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as mentioned below, - - - - -			
Total cost of road, - - - - -			57,910 26

The Road was built by contract, and it is impossible for the Directors to state the cost of the different items.

* There are four mortgages—one for \$15,000 on Road to secure bonds issued; one for \$60,000 on road, franchise and equipment, to secure bonds of which, \$52,600 have been issued; two to secure \$1,210 40, and one to secure \$4000. The two last are on real estate owned by the Company.

Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road, - - - -	Nothing.	
Net cost of road, - - - -		57,910 26

COST OF EQUIPMENT.

Number of cars and cost, - - - 42	33,691 75	
Number of horses and cost, - - - 290	36,250 00	
Cost of omnibuses, sleighs, and other vehicles, excepting cars owned by the company, - -	11,795 66	
Cost of land and buildings thereon when purchased, - - - -	8,933 91	
Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company, - - - -	7,994 35	
Cost of other articles of equipment, (specifying what,) - - - -	111,607 39	Note A.
Total cost of equipment, - - - -		210,273 06
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items, - - - -		} Kept equal in value by charging to expense the repairs and loss.
Net amount at which the equipment stands charged on the books of the company, - - - -			210,273 06

CHARACTERISTICS OF THE ROAD.

Length of single main track, - - - -	18,006 feet.	
Length of double main track - - - -	None.	
Total length of road, - - - -	18,006 feet.	
Length of branches owned by the company, stating whether they have a single or double track, - - - -	None.	
Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, - -	1,000 feet.	
Total length of rail, - - - -	19,006 feet.	
Weight of rail used, per yard, (specifying whether of cast or rolled iron,) - - - -	} 33, 45, and 55½ lbs. } Rolled iron.	
Maximum grade, per mile on road, with length of grade, - - - -		} 5 ft. for 100 ft. or 264 ft. per mile at Bayley's Hill. } 70 feet radius, 110 feet length, at Malden Cent., } 60 ft. rad., cor. of Main & Alford st. Charlest'n.
Shortest radius of curvature, with length of curve, - -		
Greatest length of single track on road between two turnouts, - - - -		
Total length of main track which is paved, - - - -	About 6,000 feet.	

DOINGS DURING THE YEAR.

Total number of miles run during the year, - - - -	542,047
Number of passengers carried in the cars, - - - -	2,885,141
Rate of speed adopted, including stops and detentions, - - - -	6½ miles.
Rate of speed actually attained, including stops and detentions, - - - -	6 miles.
Number of persons employed, regularly, (specifying the occupations of each,) - - - -	See Note B.
Total number of trips run during the year, - - - -	91,551
Average number of passengers each trip, - - - -	36½

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, - -	2,602 81
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For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses, -	5,768 01	
For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the company, - - - -	1,063 16	
For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, - - - -	50,521 49	
For interest and coupons, - - - -	5,824 25	
For taxes and insurance, - - - -	1,987 96	
For tolls paid other companies for the right to pass over their roads, - - - -	} 27,929 25	
For rent paid other companies for use of their roads, [Middlesex and Chelsea,] - - - -		5,600 00
For provender—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses, - - - -	34,283 44	
For miscellaneous articles purchased during the year, such as harnesses, blankets, &c., the use of which continues for one or more years—and not included in the cost of equipment, - - - -		Charged elsewhere.
For loss on horses—that is to say, the difference between the present estimated value of the horses owned by the company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or, if this is the first report of the company, then the difference between the estimated value of the horses on hand and their cost—giving the present average estimated value of each horse, - - - -	1,264 75	
For incidental expenses—to include printing, president's, directors', treasurer's and superintendent's salaries, and all expenses other than those belonging to the actual working of the road, - - - -	12,705 89	
For all other expenses, including tolls, - - - -	5,460 89	
For amount charged on the company's books during the year, for estimated or actual depreciation of the following property:—		
Cars, - - - - -	} The values of these are kept equal by charging repairs and renewals to expense account.	
Horses, - - - - -		
Omnibuses, - - - - -		
Real estate, - - - - -		
Road, - - - - -		
Other property, - - - - -		
Total, - - - - -		
Total expenses, - - - - -	155,011 90	
EARNINGS.		
Received from passengers in cars and omnibuses, and for tickets sold, - - - - -	150,169 32	
From other roads, as toll or rent for use of road, - - - - -		
From United States mails, - - - - -		
For sales of manure, - - - - -	1,698 76	
From other sources, - - - - -	9,535 00	
Total earnings, - - - - -		161 403 08
Net earnings, after deducting expenses, - - - - -	6,391 18	

Surplus earnings of previous year, - - -	2,661 76	
Net earnings as above, - - -	6,391 18	
Total surplus for payment of dividends, - - -		9,052 94
Dividends declared during the year, - - -		
Total per centage of dividends for the year, - - -		
Present surplus, - - -	9,052 94	
MISCELLANEOUS.		
Increase during the year—		
Of capital stock, as fixed by the charter, - - -	Nothing.	
Of capital stock as voted by the company, - - -		
Of capital stock paid in, - - -		
Increase of funded debt during the year, - - -	52,600 00	
Increase of floating debt during the year, - - -	17,206 85	
Decrease of funded debt during the year, - - -		
Decrease of floating debt during the year, - - -		
Increase of mortgage debt during the year, - - -	Nothing.	
Decrease of mortgage debt during the year, - - -	1,116 17	
Increase in cost of road during the year, including amount charged for depreciation thereon, - - -		
Decrease in nominal cost of road, by amount charged for depreciation thereon, - - -		
Increase in cost of equipment during the year, including amount charged for depreciation thereon, - - -		} Net increase per books,
Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation, - - -	12,454 36	

List of Accidents on Road, during the year.

March 5th, 1860.—Two men were injured on Malden Bridge, by the car coming in contact with the swing-pole at the draw, said pole being out of place, owing to the negligence of the parties that had charge of the bridge.

May 23d, 1860.—A man in attempting to cross the track was struck on the head by the pole of the car, which so injured him that he died soon afterwards.

Aug. 24th, 1860.—A man was run over and instantly killed, while lying on the track in a state of intoxication; the night was unusually dark, and that part of the road was shaded by several large trees.

Sept. 5th, 1860.—A man in a state of intoxication jumped from the front platform of the car, while in motion, the wheel of the car passing over his leg and crushing it, rendering amputation necessary. The man has recovered.

Oct. 8th, 1860.—A man was instantly killed by jumping from a car while in motion.

WM. J. EAMES,
 MOSES M. RICE,
 CHAS. E. POWERS,
 JOS. F. BOYD,
 J. E. M. GILLEY,
 GEO. A. WHITING,
 JOHN H. BLAKE,
 E. F. HODGES,
 GEO. W. PALMER,

Directors.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, SS.

Boston, December 24th, 1860.

Then personally appeared the above-named Eames, Powers, Rice, Boyd, Gilley, Whiting, Blake and Palmer, and severally made oath that the foregoing statement, by them subscribed, is true, to their best knowledge and belief. Before

LEONARD A. JONES,

Justice of the Peace.

NOTE A.

Office, stable, shop, car, and road furniture—harnesses, snow ploughs, &c. &c.,	-	11,607 39
Extension of Middlesex Road in Charlestown and Boston, switches and turnouts, the lease of the Middlesex Railroad for forty-six years, with privileges purchased by this Company,	-	100,000 00
		<u>\$111,607 39</u>

NOTE B.

1 President.	3 Mechanics—(car shop.)
1 Treasurer.	3 Painters.
1 Superintendent.	5 Blacksmiths.
1 Assistant Superintendent.	5 Watchmen.
4 Clerks.	24 Hostlers.
5 Overseers of stables.	2 Switchmen.
28 Conductors.	5 Roadmen.
28 Car drivers.	
3 Omnibus drivers.	<u>119</u>

THE
FIFTH RETURN
OF THE
METROPOLITAN RAILROAD
CORPORATION,
FOR THE
YEAR ENDING NOVEMBER 30, 1860.

UNDER ACTS OF 1857, CHAPTERS 40 AND 240.

BOSTON:
HOLLIS & GUNN, PRINTERS,
No. 19 WATER STREET.
1860.



R E T U R N

FOR THE

YEAR ENDING NOV. 30, 1860.

CONDITION OF THE COMPANY.

Capital Stock, fixed by Charter,	\$800,000 00
Capital Stock, as voted by the Company,.....	600,000 00
Capital Stock paid in, in cash,	490,000 00
Capital Stock paid in, in work and materials, by contractors and others,	110,000 00
Funded Debt,	none.
Floating Debt (less mortgages, \$50,099.84),.....	15,932 73
Total Debt,	66,032 57
Amount above debt secured by mortgage of the road and fran- chise, or any property belonging to the Corporation, or standing in its name,	50,099 84
Number of mortgages on road and franchise, or any property of the Corporation, specifying the number and amount of mortgages on road and franchise, and each kind of prop- erty,	50,099 84
Amount of assets on hand, exclusive of the road and equip- ment, and exclusive of all property on hand, used or which is to be used in running the road and keeping it in repair,	17,829 03

Four mortgage
on real estate
and bond to City
of Boston.

COST OF THE ROAD.

Amount expended for labor in excavating for the track, laying foundation and rails,.....	\$46,183 09
Amount expended for timber for foundation,.....	28,151 08
Amount expended for iron and other metal for rails, chairs, spikes, or other articles used in building the road,.....	139,240 29
Amount expended for paving,	} 78,517 32
Amount expended for paving stones,.....	
Amount expended for engineering,	7,625 10
Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the Company, in the cost of the road, not including items of equipment or running expenses, as mentioned below,.....	93,771 60
Total cost of road,.....	<u>\$393,488 48</u>
Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road,	26,500 00
Net cost of road,.....	<u>\$366,988 48</u>

COST OF EQUIPMENT.

Number of cars, and cost, — 77,.....	\$60,487 90
Number of horses, and cost, — 546.....	70,705 94
Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company,.....	35,733 25
Cost of land and buildings thereon when purchased (less mortgages),.....	48,217 08
Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,	55,323 99
Cost of other articles of equipment (specifying what), snow-ploughs, harnesses, office furniture, stable fixtures, tools, &c.,	20,368 39
Total cost of equipment,.....	<u>\$290,836 55</u>

Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,.....	\$18,500 00
Net amount at which the equipment stands charged on the books of the Company,.....	\$272,336 55

CHARACTERISTICS OF THE ROAD.

Length of single main track,.....	11,758 feet.
Length of double main track,.....	9.575 “
Total length of road,.....	70,095 “
Length of branches owned by the Company, stating whether they have a single or double track, {	36,106 “ single.
	12,656 “ double.
Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	4,133 “
Total length of rail (equal to a single track),....	18 $\frac{1419}{5280}$ miles.
Weight of rail used, per yard (specifying whether of cast or rolled iron),.....	33 to 54 lbs. (rolled.)
Maximum grade, per mile, on road, with length of grade,	261 feet, for 500 feet.
Shortest radius of curvature, with length of curve,.	32 $\frac{49}{100}$ feet, for 46 ft.
Greatest length of single track on road between two turnouts,.....	4306 feet.
Total length of main track which is paved,.....	whole length.

DOINGS DURING THE YEAR.

Total number of miles run during the year,.....	1,182,566.
Number of passengers carried in the cars,.....	6,410,850.
Rate of speed adopted, including stops and detentions, average, $6\frac{1}{2}$ miles.	
Rate of speed actually attained, including stops and detentions,	do. 6 do.
Number of persons employed regularly (specifying the occupations of each, — 268: President, Treasurer, Superintendent, 2 Receivers, 2 Foremen, 1 Superintendent's Clerk, 35 Mechanics,	

66 Conductors, 66 Drivers, 38 Hostlers, 12 Watchmen, 23 Helpers,
9 Track men, 4 Starters, 7 Switchmen.

Total number of trips run during the year, 385,594.
Average number of passengers each trip, 16 $\frac{63}{100}$.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,	\$ 11,399 22
For general repairs, including repairs of cars, omnibuses, and harnesses, and for shoeing horses,	12,401 54
For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company,	1,046 63
For wages, including the wages of every person regularly employed, excepting the President, Directors, Superintendent, and Treasurer,	122,133 12
For interest,	6,394 59
For taxes and insurance,	4,340 13
For tolls paid other companies for the right to pass over their roads,	none.
For rent paid other companies for use of their roads,	3,232 00
For provender (to include cost of hay, grain, straw or other articles used for the food and bedding of horses,	73,932 21
For miscellaneous articles purchased during the year, — such as harnesses, blankets, &c., the use of which continues for one or more years, — and not included in the cost of equipment,	1,468 08
For loss on horses, — that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or, if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost, — giving the present average estimated value of each horse, — \$123,	6,508 00

For incidental expenses, — to include printing, President's, Directors', Treasurer's and Superintendent's salaries, and all expenses other than those belonging to the actual working of the road. (See note A),.....	}	\$32,055 46
For all other expenses,.....		

NOTE (A.)

Saleries, (President, Superintendent and Treasurer,) \$6,625 00	
Rents, (Stables, Offices, &c.).....	5,659 27
Legal Expenses,.....	5 331 00
Oil, Fluid, and Gas,.....	3,668 75
Watering Streets,.....	2,076 23
Books, Stationery and Printing,.....	1,613 10
Clearing Snow from Streets,.....	1,301 85
Damages,.....	1,186 92
Water Tax,.....	750 80
Coal for Offices, &c.,.....	611 47
Tickets,.....	419 00
Horse Doctor and Medicines,.....	401 16
Advertising,.....	214 51
Extra Labor on Washington Street.....	180 00
Pasturing Horses,.....	137 85
Temporary Track on Tremont Street,.....	99 50
Engineering,.....	72 96
City of Boston, (Police,).....	42 00
Sundry Expenses,.....	1,664 09
	<u>\$32,055 46</u>

For amount charged on the Company's books during the year,
for estimated or actual depreciation of the following
property: —

Cars,.....	\$ 1,500 00	
Horses,.....	3,500 00	
Omnibuses,.....		
Real Estate,.....		
Road,.....	10,000 00	
Other property,.....		
Total,.....		<u>15,000 00</u>
Total expenses,.....		<u>\$289,910 98</u>

EARNINGS.

Received from passengers in cars and omnibuses, and for tickets sold,.....	\$342,928 64
From other roads, as toll or rent for use of road,	none.
From United States mails,.....	235 80
For sales of manure,.....	3,266 50
From other sources,	2,743 11
Total earnings,	349,174 05
Net earnings, after deducting expenses,	59,263 07
Surplus earnings of previous year on hand,.....	35,458 26
Net earnings, as above,	59,263 07
Total surplus for payment of dividends,	94,721 33
Dividends declared during the year,	53,500 00
Total percentage of dividends for the year,.....	10 per ct.
Present surplus,	41,221 33

MISCELLANEOUS.

Increase during the year —	
Of capital stock, as fixed by the charter,.....	none.
Of capital stock, as voted by the Company,.....	\$130,000 00
Of capital stock paid in,	130,000 00
Increase of funded debt during the year,	none.
Increase of floating debt during the year,.....	none.
Decrease of funded debt during the year,.....	none.
Decrease of floating debt during the year,	30,913 65
Increase of mortgage debt during the year,	none.
Decrease of mortgage debt during the year,.....	5,545 32
Increase in cost of road during the year, including amount charged for depreciation thereon,.....	85,148 77
Decrease in nominal cost of road, by amount charged for depreciation thereon,.....	26,500 00
Increase in cost of equipment during the year, including amount charged for depreciation thereon,.....	53,988 16
Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation,	18,500 00

List of accidents on road during the year : —

June 31. A little girl, about two years old, ran in front of a car, while in motion, her foot was crushed by the wheel, and required amputation.

September 25. A little boy, while running and playing by the side of a car in motion, fell under the wheel, and his leg was injured.

November 30. Five persons have been slightly injured, at different times, by jumping from the cars when in motion, without giving notice to the conductors.

B. POOLE,
W. J. REYNOLDS,
JOHN FLINT,
A. G. GREELEY,
WM. H. HILL,
NOAH LINCOLN,
EDWD. S. DANE,
B. W. THAYER,

*Directors of the
Metropolitan
R. R. Company.*

Commonwealth of Massachusetts.

Boston, December 11, 1860.

Suffolk, ss.

Then personally appeared B. Poole, W. J. Reynolds, John Flint, A. G. Greeley, Wm. H. Hill, Noah Lincoln, Edwd. S. Dane, B. W. Thayer, and severally made oath to the truth of the foregoing statement, by them subscribed.

Before

O. H. SPURR, *Justice of the Peace.*



FIFTH

ANNUAL REPORT

OF THE

MIDDLESEX RAILROAD COMPANY,

TO THE

SECRETARY OF THE COMMONWEALTH OF
MASSACHUSETTS.

For the Year ending November 30, 1860.

CHARLESTOWN:
PRINTED BY W. W. WHEILDON,
1861.



FIFTH ANNUAL REPORT

OF THE

MIDDLESEX RAILROAD COMPANY.

Report of the Directors of the Middlesex Railroad Company, for the year ending November 30, 1860; under General Statutes, Chapter 63, Sections 143, 144.

CONDITION OF THE COMPANY.			
Capital stock, fixed by charter,	- - -	\$400,000 00	
Capital stock, as voted by the company,	- - -	\$350,000 00	
Capital stock paid in, in cash,	- - -	348,000 00	
Capital stock paid in, in work and materials, by contractors and others,	- - -	Nothing.	
Funded debt,	- - -	“	
Floating debt,	- - -	48 00	
Total debt,	- - -	Uncl'med dividend, 48 00	
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,	- - -	Nothing.	
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property,	- - -	None.	
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair,	- - -	7,008 00	
COST OF THE ROAD.			
Amount expended for labor in excavating for the track, laying foundations and rails,	- - -	} This Road was built by contract. Items unknown.	
Amount expended for timber for foundation,	- - -		
Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road,	- - -		
Amount expended for paving,	- - -		
Amount expended for paving stones,	- - -		
Amount expended for engineering,	- - -		
Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as mentioned below,	- - -		
Total cost of road,	- - -		348,000 00
Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road,	- - -		} Unkno'n; borne by lessee.
Net cost of road,	- - -			348,000 00

COST OF EQUIPMENT.

Number of cars and cost, - - - -	-
Number of horses and cost, - - - -	-
Cost of omnibuses, sleighs, and other vehicles, excepting cars owned by the company, - - - -	-
Cost of land and buildings thereon when purchased, - - - -	-
Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company, - - - -	-
Cost of other articles of equipment, (specifying what,) - - - -	-
Total cost of equipment, - - - -	-
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items, - - - -	-
Net amount at which the equipment stands charged on the books of the company, - - - -	-

This Road is under lease to the Malden and Melrose Railroad Co., who furnish the entire equipment.

CHARACTERISTICS OF THE ROAD.

Length of single main track, - - - -	-
Length of double main track - - - -	-
Total length of road, - - - -	-
Length of branches owned by the company, stating whether they have a single or double track, - - - -	-
Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, - - - -	-
Total length of rail, - - - -	-
Weight of rail used, per yard, (specifying whether of cast or rolled iron,) - - - -	-
Maximum grade, per mile on road, with length of grade, - - - -	-
Shortest radius of curvature, with length of curve, - - - -	-
Greatest length of single track on road between two turnouts, - - - -	-
Total length of main track which is paved, - - - -	-

11,442½ feet.

10,119 "

21,561½ "

Somerville Branch,
2,276 feet, single track.
Bunker Hill Branch,
5,633 feet, single track.

944 feet.

12 miles 1859 feet.

80 lbs. Cast iron.

56 lbs. Wrought iron.

251 feet. Length, 400 feet.

Radius 36 feet. Length
of arc 58 feet.

2,782 feet.

21,561½ "

DOINGS DURING THE YEAR.

Total number of miles run during the year, - - - -	-
Number of passengers carried in the cars, - - - -	-
Rate of speed adopted, including stops and detentions, - - - -	-
Rate of speed actually attained, including stops and detentions, - - - -	-
Number of persons employed, regularly, (specifying the occupations of each,) - - - -	-
Total number of trips run during the year, - - - -	-
Average number of passengers each trip, - - - -	-

Unknown.

Treasurer and Clerk.

Unknown.

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, - - - -	-
For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses, - - - -	-
For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the company, - - - -	-

Unknown.

For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, - - - - -	}	Unknown.	
For interest, - - - - -			
For taxes and insurance, - - - - -			
For tolls paid other companies for the right to pass over their roads, - - - - -			
For rent paid other companies for use of their roads, - - - - -			
For provender—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses, - - - - -			
For miscellaneous articles purchased during the year, such as harnesses, blankets, &c.; the use of which continues for one or more years—and not included in the cost of equipment, - - - - -			
For loss on horses—that is to say, the difference between the present estimated value of the horses owned by the company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or, if this is the first report of the company, then the difference between the estimated value of the horses on hand and their cost—giving the present average estimated value of each horse, - - - - -			
For incidental expenses—to include printing, president's, directors', treasurer's and superintendent's salaries, and all expenses other than those belonging to the actual working of the road, - - - - -			456 25
For all other expenses, - - - - -			Nothing.
For amount charged on the company's books during the year, for estimated or actual depreciation of the following property:—			
Cars, - - - - -	}	Borne by lessee.	
Horses, - - - - -			
Omnibuses, - - - - -			
Real estate, - - - - -			
Road, - - - - -			
Other property, - - - - -			
Total, - - - - -			
Total expenses, - - - - -	456 25		
EARNINGS.			
Received from passengers in cars and omnibuses, and for tickets sold, - - - - -		Received by lessee.	
From other roads, as toll or rent for use of road, - - - - -	26,180 25		
From United States mails, - - - - -		} Received by lessee.	
For sales of manure, - - - - -			
From other sources, - - - - -			
Total earnings, - - - - -	26,180 25		
Net earnings, after deducting expenses, - - - - -	25,724 00		
Surplus earnings of previous year on hand, - - - - -	None.		
Net earnings as above, - - - - -	25,724 00		
Total surplus for payment of dividends, - - - - -	25,724 00		
Dividends declared during the year, - - - - -	25,724 00		
Total per centage of dividends for the year, - - - - -	8 per cent.		
Present surplus, - - - - -	11,600 00*		

* This amount includes Rent accrued not yet due.

MISCELLANEOUS.		
Increase during the year—		
Of capital stock, as fixed by the charter, -	-	None.
Of capital stock as voted by the company, -	-	50,000 00
Of capital stock paid in, -	-	52,900 00
Increase of funded debt during the year, -	-	None.
Increase of floating debt during the year, -	-	20 00
Decrease of funded debt during the year, -	-	None.
Decrease of floating debt during the year, -	-	None.
Increase of mortgage debt during the year, -	-	None.
Decrease of mortgage debt during the year, -	-	None.
Increase in cost of road during the year, including amount charged for depreciation thereon, -	-	Nothing.
Decrease in nominal cost of road, by amount charged for depreciation thereon, -	-	None.
Increase in cost of equipment during the year, including amount charged for depreciation thereon, -	-	} Unknown. Owned by lessee.
Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation, -	-	
List of accidents on road during the year, -	-	Reported by lessee.

NOTE.—This road is leased to the Malden and Melrose Railroad Company, who pay a semi-annual rental equal to 4 per cent. (or 8 per cent. per annum) on each share of the capital stock of the Middlesex Railroad Company—also other necessary expenses.

JOHN H. BLAKE,
GEO. W. PALMER,
ASA FISK,
E. F. HODGES,

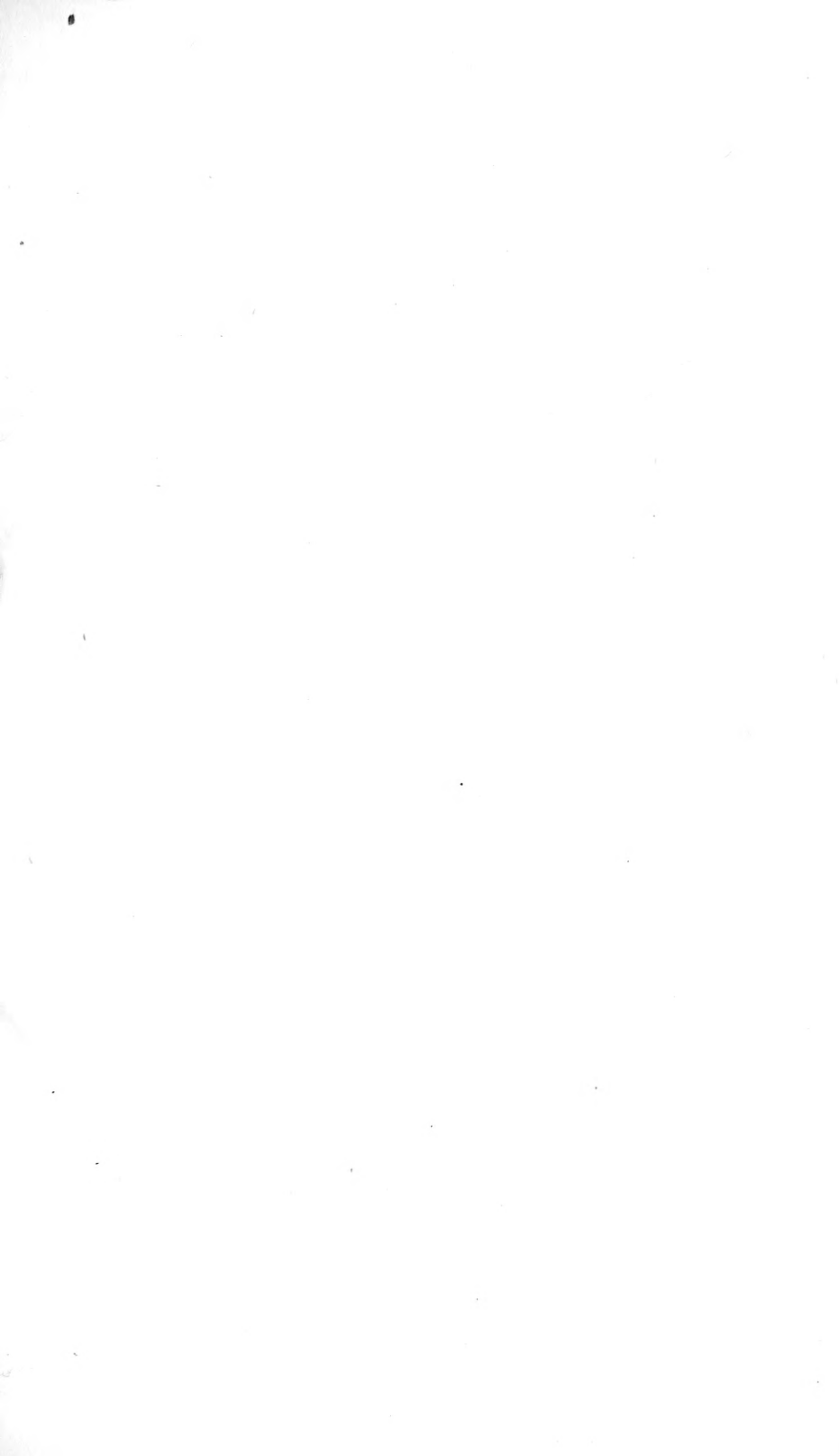
Directors of the Middlesex R. R. Co.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss. December 26, 1860.

Then personally appeared the said Blake, Palmer, Fisk, and Hodges, and severally made oath that the foregoing statement, by them subscribed, is true, according to their best knowledge and belief. Before

WILLIAM STANDISH, *Justice of the Peace.*



FIRST
ANNUAL REPORT

OF THE

MEDFORD AND CHARLESTOWN RAILROAD COMPANY,

TO THE

SECRETARY OF THE COMMONWEALTH OF
MASSACHUSETTS.

For the Year ending November 30, 1860.



BOSTON:
PRINTED BY C. C. P. MOODY, 52 WASHINGTON ST.,
1860.



R E P O R T

O F T H E

M E D F O R D & C H A R L E S T O W N R A I L R O A D C O M P A N Y ,

For the Year ending November 30, 1860.

C O N D I T I O N O F T H E C O M P A N Y .

Capital stock, fixed by charter.	-	-	-	-	\$200 000
Capital stock, as voted by the company,	-	-	-	-	\$25 000
Capital stock paid in, in cash,	-	-	-	-	4 250
Capital stock paid in, in work and materials, by contractors and others,	-	-	-	-	17 750
Funded debt,	-	-	-	-	
Floating debt,	-	-	-	-	
Total debt,	-	-	-	-	

Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name, - -

Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property.

Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair, - - - -

This Corporation now holds the entire road from Charlestown line to Medford square. That part of the road from Charlestown line to the top of Winter Hill in Somerville is held under a perpetual lease from the Somerville Horse Railroad company by whom it was constructed.

That part of the road from the top of Winter Hill to Medford Sq., was built by contract.

C O S T O F T H E R O A D .

Amount expended for labor in excavating for the track, laying foundations and rails, - - -

Amount expended for timber for foundation, - - -

Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road, - - - -

Amount expended for paving, - - - -

Amount expended for paving stones, - - - -

Amount expended for engineering - - - -

Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as mentioned below, - - - -

Total cost of road - - - -

Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road - - - -

Net cost of road, - - - -

The whole cost of the road as it now stands is \$34 000.

There is one mortgage for \$12 000, on that part of the road in the town of Somerville.

COST OF EQUIPMENT.		
Number of cars and cost, - - - -		The road is equiped and run by the Lessee.
Number of horses and cost, - - - -		The Corporation have no information as to the cost.
Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the company, - - - -		
Cost of land and buildings thereon when purchased, - - - -		
Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company, - - - -		
Cost of other articles of equipment, (specifying what,) - - - -		
Total cost of equipment - - - -		
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items. - - - -		
Net amount at which the equipment stands charged on the books of the company, - - - -		

CHARACTERISTICS OF THE ROAD.		
Length of single main track - - - -		15,658 feet.
Length of double main track, - - - -		None.
Total length of road - - - -		15,658 "
Length of branches owned by the company, stating whether they have a single or double track, - - - -		None,
Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, - - - -		1,196 feet.
Total length of rail, - - - -		33,708 "
Weight of rail used, per yard, (specifying whether of cast or rolled iron,) - - - -		All Rolled, 13,554 feet at 28 lbs per yd.—17,782 feet at 33 lbs per yd., 2,372 feet at 45 lbs. per yard.
Maximum grade, per mile on road, with length of grade, - - - ; - - - -		242 feet in 936 feet.
Shortest radius of curvature, with length of curve, - - - -		200 feet radius & 96 feet (length of curve.)
Greatest length of single track on road between two turnouts, - - - -		3,632 feet.
Total length of main track which is paved, - - - -		1,186 feet.

DOINGS DURING THE YEAR.		
Total number of miles run during the year, - - - -		
Number of passengers carried in the cars, - - - -		The road being leased for a term of years it is impossible for the corporation to answer these questions.
Rate of speed adopted, including stops and detentions - - - -		
Rate of speed actually attained, including stops and detentions, - - - -		
Number of persons employed, regularly, (specifying the occupations of each,) - - - -		
Total number of trips run during the year, - - - -		
Average number of passengers each trip, - - - -		

EXPENDITURES FOR WORKING THE ROAD.		
For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, - - - -		All expenses for repairs and working the road are paid by the Lessee.
For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses, - - - -		

For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the company,	-	-	-	-	-
For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,	-	-	-	-	-
For interest,	-	-	-	-	-
For taxes and insurance,	-	-	-	-	-
For tolls paid other companies for the right to pass over their roads,	-	-	-	-	-
For rent paid other companies for use of their roads,	-	-	-	-	-
For provender,—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses,	-	-	-	-	-
For miscellaneous articles purchased during the year—such as harnesses, blankets, &c., the use of which continues for one or more years—and not included in the cost of equipment,	-	-	-	-	-
For loss on horses—that is to say, the difference between the present estimated value of the horses owned by the company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the company, then the difference between the estimated value of the horses on hand and their cost—giving the present average estimated value of each horse,	-	-	-	-	-
For incidental expenses,—to include printing, president's, directors', treasurers' and superintendent's salaries, and all expenses other than those belonging to the actual working of the road,	-	-	-	-	-
For all other expenses,	-	-	-	-	-
For amount charged on the company's books during the year, for estimated or actual depreciation of the following property :					
Cars,	-	-	-	-	-
Horses,	-	-	-	-	-
Omnibuses,	-	-	-	-	-
Real Estate,	-	-	-	-	-
Road,	-	-	-	-	-
Other property,	-	-	-	-	-
Total,	-	-	-	-	-
Total expenses,	-	-	-	-	-

EARNINGS.

Received from passengers in cars and omnibuses, and for tickets sold,	-	-	-	-	-
From other roads, as toll or rent for use of road,	-	-	-	-	-
From United States mails,	-	-	-	-	-
For sales of manure,	-	-	-	-	-
From other sources,	-	-	-	-	-
Total earnings,	-	-	-	-	-
Net earnings, after deducting expenses,	-	-	-	-	-
Surplus earnings of previous year, on hand,	-	-	-	-	-

The first year of the operation of the road not having expired the corporation cannot state the amount of its earnings.

Net earnings, as above, - - - - -	-	
Total surplus for payment of dividends, - - -	-	
Dividends declared, during the year, - - -	-	No Dividends have been
Total per centage of dividends, for the year, - - -	-	declared.
Present surplus, - - - - -	-	
MISCELLANEOUS.		
Increase during the year—		
Of capital stock, as fixed by the charter, - -	-	
Of capital stock, as voted by the company, - -	-	
Of capital stock, paid in, - - - - -	-	
Increase of funded debt, during the year, - - -	-	
Increase of floating debt, during the year, - - -	-	
Decrease of funded debt, during the year, - - -	-	
Decrease of floating debt, during the year, - - -	-	
Increase of mortgage debt, during the year, - - -	-	
Decrease of mortgage debt, during the year, - - -	-	
Increase in cost of road, during the year, including		
amount charged for depreciation thereon, - - -	-	
Decrease in nominal cost of road, by amount charged		
for depreciation thereon, - - - - -	-	
Increase in cost of equipment, during the year, in-		
cluding amount charged for depreciation thereon,		
Decrease in cost of equipment, by sale of any portion		
thereof, or by amount charged for depreciation,		
List of accidents on road during the year, - - -	-	

This Road commenced operation on the first of June, A. D. 1860.
The Report therefor includes six months.

LUTHER FARWELL,
PETER C. HALL,
JAMES O. CURTIS,
ELIHU C. BAKER,

Directors of the Medford and Charlestown Railroad Company.

SUFFOLK SS. DECEMBER. 27, 1860.

Then personally appeared Luther Farwell, Peter C. Hall, James O. Curtis, and Elihu C. Baker, and severally made oath to the truth of the foregoing statement by them subscribed.

Before me,

GEO. S. SULLIVAN,

Justice of the Peace.



FOURTH ANNUAL REPORT

OF THE

Newton Rail Road Company.

Return of the Newton Railroad Company for the year ending November 30, 1860, under the General Statutes, Chapter 63, Sect. 143 and 144.

<i>Condition of the Company.</i>		
Capital stock, fixed by charter - - - -		\$150,000 00
Capital stock, as voted by the Company - - -		\$75,000 00
Capital stock paid, in cash - - - -		27,800 00
Capital stock paid in, in work and materials, by contractors and others - - - -		
Funded debt, - - - -		
Floating debt, - - - -		
Total debt, - - - -		
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name, -	}	None.
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property, -	}	
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair, -		1170 54
<i>Cost of the Road.</i>		
Amounts expended for labor in excavating for the track, laying foundation and rails, - - -	}	The road was built by contract, embracing all labor and all materials except iron, exclusive of stables, for \$9,950.
Amount expended for timber for foundation, -	}	
Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road, - - - -		\$458 54
Amount expended for paving, - - - -	}	Nothing.
Amount expended for paving stones, - - - -	}	
Amount expended for alteration of road, changing switches, turnouts, &c., - - - -		3,106 79
Amount expended for engineering, - - - -		\$1,086 43
Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included on the books of the Company, in the cost of road, and not including items of equipment or running expenses, as mentioned below, - - - -		743 06
Total cost of road, - - - -		24,344 82
Amount included in the present and in past years among the running expenses for estimated or actual depreciation of the road, - - - -		None.
Net cost of road, - - - -		\$24,344 82

Cost of Equipment.

Number of cars and cost, - - - - -	} The road is leased, the lessees equipping and operating it.	
Number of horses and cost, - - - - -		
Cost of omnibusses, sleighs, and other vehicles, excepting cars, owned by the company, - - - - -		
Cost of land and buildings thereon when purchased, - - - - -		\$800 00
Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company, - - - - -		\$1,700 00
Cost of other articles of equipment, specifying what, - - - - -		Nothing.
Total cost of equipment, - - - - -		\$2,500 00
Amount included in the present and past years in the running expenses for estimated or actual depreciation of any of the above items, - - - - -		Nothing.
Net amount at which the equipment stands charged on the books of the company, - - - - -		\$2,500 00

Characteristics of the Road.

Length of single main track, - - - - -	2 7-8 miles.
Length of double main track, - - - - -	No double track.
Total length of road, - - - - -	2 7-8 miles.
Length of branches owned by the company, stating whether they have a single or double track, - - - - -	None.
Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches, - - - - -	55 rods.
Total length of rail, - - - - -	3 miles.
Weight of rail used, per yard, specifying whether of cast or rolled iron, - - - - -	33 lbs., rolled iron.
Maximum grade, per mile, on road, with length of grade, - - - - -	264 feet for 100 feet long.
Shortest radius of curve, with length of curve, - - - - -	150 feet.
Greatest length of single track on road between two turn-outs, - - - - -	1 1-6 mile.
Total length of main track which is paved, - - - - -	None.

Doings during the Year.

Total number of miles run during the year, - - - - -	51,371
Number of passengers carried in the cars, - - - - -	330,351
Rates of speed adopted, including stops and detentions, - - - - -	8 miles per hour.
Rates of speed actually attained, including stops and detentions, - - - - -	8 miles per hour.
Number of persons employed, regularly, (specifying the occupation of each,) - - - - -	3 drivers, 5 conductors
Total number of trips run during the year, - - - - -	8690
Average number of passengers each trip, - - - - -	38,015

Expenditures for working the Road.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, - - - - -	} Nothing.
For general repairs, including repairs of cars, omnibusses and harnesses, and for shoeing horses, - - - - -	
For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company - - - - -	

For wages, including the wages of every person regularly employed, exceptin_ the president, directors, superintendent and treasurer, - -	
For interest, - - - - -	
For taxes and insurance, - - - - -	
For tolls paid other companies for the right to pass over their roads, - - - - -	
For rent paid other companies for use of their roads, - - - - -	
For provender, (to include cost of hay, grain, straw or other articles used for the food and bedding of horses,) - - - - -	
For miscellaneous articles purchased during the year, (such as harnesses, blankets, &c., the use of which continues for one or more years,) and not included in the cost of equipment - - - - -	Nothing.
For loss on horses, (that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost,) giving the present average estimated value of each horse, - - - - -	
For incidental expenses, to include printing, president's, directors', treasurer's and superintendent's salaries, and all expenses other than those belonging to the actual working of the road, - - - - -	145,48
For all other expenses, - - - - -	
For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property :—	
Cars, - - - - -	
Horses, - - - - -	
Omnibusses, - - - - -	
Real Estate, - - - - -	
Road, - - - - -	
Other property, - - - - -	
Total, - - - - -	
Total expenses, - - - - -	145 48
<i>Earnings.</i>	
Received from passengers in cars and omnibusses, and for tickets sold, - - - - -	Nothing.
From lessees, as toll or rent for use of road, - - - - -	1625 00
From United States Mails, - - - - -	
For sales of manure, - - - - -	
From other sources, - - - - -	Nothing.
Total earnings, - - - - -	\$63 00
Net earnings after deducting expenses, - - - - -	\$1688 00
Surplus earnings of previous year, on hand, - - - - -	\$1542 52
Net earnings, as above, - - - - -	\$113 00
Total surplus for payment of dividends, - - - - -	1542 52
Dividends declared during the year, (2 of) - - - - -	1655 52
Total percentage of dividends for the year - - - - -	3 per cent.
Present surplus, - - - - -	6 per cent.
	\$11 52

<i>Miscellaneous.</i>	
Increase during the year :—	
Of capital stock, as fixed by the charter, -	None.
Of capital stock, as voted by the Company, -	None.
Of capital stock, paid in, -	\$1550 00
Increase of funded debt, during the year, -	} None..
Increase of floating debt, during the year, -	
Decrease of funded debt, during the year, -	
Decrease of floating debt, during the year, -	
Increase of mortgage debt during the year, -	
Decrease of mortgaged debt during the year, -	
Increase in cost of road, during the year, including amount charged for depreciation thereon, -	
Decrease in nominal cost of road, amount charged for depreciation thereon, -	
Increase in cost of equipment during the year, including amount charged for depreciation thereon, -	
Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation, -	
List of accidents on the road during the year, -	

W. C. STRONG,
ISAAC PRATT, JR.,
GRANVILLE FULLER,
J. F. TAYLOR,

A majority of the Directors of the Newton Railroad Company.

MIDDLESEX, SS. Dec. 25th, 1860. Then personally appeared W. C. Strong, Isaac Pratt, Jr., Granville Fuller, and J. F. Taylor and several made oath that the foregoing statement by them subscribed is true, to their best knowledge and belief.

Before GEORGE B. BIGELOW, Justice of the Peace.

ANNUAL REPORT

OF THE

SOMERVILLE HORSE RAILROAD,

TO THE

SECRETARY OF THE COMMONWEALTH OF
MASSACHUSETTS.

For the Year ending November 30, 1860:

CHARLESTOWN:
PRINTED BY W. W. WHEILDON,
1861.

ANNUAL REPORT

OF THE

SOMERVILLE HORSE RAILROAD COMPANY.

Report of the Directors of the Somerville Horse Railroad Company, for the year ending November 30, 1860; under General Statutes, Ch. 63, Sects. 143, 144.

CONDITION OF THE COMPANY.		
Capital stock, fixed by charter, - - -	-	\$100,000 00
Capital stock, as voted by the company, - - -	-	50,000 00
Capital stock paid in, in cash, - - -	-	50,000 00
Capital stock paid in, in work and materials, by contractors and others, - - -	-	None.
Funded debt, - - -	-	None.
Floating debt, - - -	-	None.
Total debt, - - -	-	Nothing.
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name, - - -	-	Nothing.
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property, - - -	-	None.
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair, - - -	-	129 21
COST OF THE ROAD.		
Amount expended for labor in excavating for the track, laying foundations and rails, - - -	-	} Built by contract.
Amount expended for timber for foundation, - - -	-	
Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road, - - -	-	
Amount expended for paving, - - -	-	
Amount expended for paving stones, - - -	-	
Amount expended for engineering, - - -	-	
Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the company, in the cost of the road, not including items of equipment or running expenses, as mentioned below, - - -	-	
Total cost of road, - - -	-	42,000 00
Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road, - - -	-	
Net cost of road, - - -	-	42,000 00

COST OF EQUIPMENT.			
Number of cars and cost, - - -	- - -	None.	
Number of horses and cost, - - -	- - -		
Cost of omnibuses, sleighs, and other vehicles, excepting cars owned by the company, - - -	- - -	500 00	
Cost of land and buildings thereon when purchased, - - -	- - -	Nothing.	
Cost of buildings used for offices, stables, &c., erected by the company, or standing on land not owned by the company, - - -	- - -	500 00	
Cost of other articles of equipment, (specifying what,) - - -	- - -	345 00	
Total cost of equipment, - - -	- - -	Snow plough. 1,345 00	
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items, - - -	- - -	Nothing.	
Net amount at which the equipment stands charged on the books of the company, - - -	- - -	1,345 00	
CHARACTERISTICS OF THE ROAD.			
Length of single main track, - - -	- - -	14,130 feet.	
Length of double main track, - - -	- - -		
Total length of road, - - -	- - -	14,130 feet.	
Length of branches owned by the company, stating whether they have a single or double track, - - -	- - -		
Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches, - - -	- - -	598 feet.	
Total length of rail, - - -	- - -	29,456 feet.	
Weight of rail used, per yard, (specifying whether of cast or rolled iron,) - - -	- - -	28 lbs. Rolled.	
Maximum grade, per mile on road, with length of grade, - - -	- - -	Nominal.	
Shortest radius of curvature, with length of curve, - - -	- - -	188 in 75 ft.	
Greatest length of single track on road between two turnouts, - - -	- - -	7,554 ft.	
Total length of main track which is paved, - - -	- - -	None.	
DOINGS DURING THE YEAR.			
Total number of miles run during the year, - - -	- - -	Road run by the Malden and Melrose Railroad Co.	
Number of passengers carried in the cars, - - -	- - -		
Rate of speed adopted, including stops and detentions, - - -	- - -		
Rate of speed actually attained, including stops and detentions, - - -	- - -		
Number of persons employed, regularly, (specifying the occupations of each,) - - -	- - -		
Total number of trips run during the year, - - -	- - -		
Average number of passengers each trip, - - -	- - -		
EXPENDITURES FOR WORKING THE ROAD.			
For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement, - - -	- - -		
For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses, - - -	- - -		
For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the company, - - -	- - -		
For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer, - - -	- - -		

For interest, - - - - -	-
For taxes and insurance, - - - - -	-
For tolls paid other companies for the right to pass over their roads, - - - - -	-
For rent paid other companies for use of their roads, - - - - -	-
For provender—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses, - - - - -	-
For miscellaneous articles purchased during the year, such as harnesses, blankets, &c., the use of which continues for one or more years—and not included in the cost of equipment, - - - - -	-
For loss on horses—that is to say, the difference between the present estimated value of the horses owned by the company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or, if this is the first report of the company, then the difference between the estimated value of the horses on hand and their cost—giving the present average estimated value of each horse, - - - - -	-
For incidental expenses—to include printing, president's, directors', treasurer's and superintendent's salaries, and all expenses other than those belonging to the actual working of the road, - - - - -	-
For all other expenses, - - - - -	-
For amount charged on the company's books during the year, for estimated or actual depreciation of the following property:—	-
Cars, - - - - -	-
Horses, - - - - -	-
Omnibuses, - - - - -	-
Real estate, - - - - -	-
Road, - - - - -	-
Other property, - - - - -	-
Total, - - - - -	-
Total expenses, - - - - -	-

Road run by the Malden and Melrose Railroad Co.

EARNINGS.

Received from passengers in cars and omnibuses, and for tickets sold, - - - - -	-
From other roads, as toll or rent for use of road, - - - - -	-
From United States mails, - - - - -	-
For sales of manure, - - - - -	-
From other sources, - - - - -	-
Total earnings, - - - - -	-
Net earnings, after deducting expenses, - - - - -	-
Surplus earnings of previous year, on hand, - - - - -	-
Net earnings as above, - - - - -	-
Total surplus for payment of dividends, - - - - -	-
Dividends declared during the year, - - - - -	-
Total per centage of dividends for the year, - - - - -	-
Present surplus, - - - - -	-

MISCELLANEOUS.

Increase during the year—

Of capital stock, as fixed by the charter, -	-	} Run by the Malden and Melrose R. R. Co.
Of capital stock as voted by the company, -	-	
Of capital stock paid in, -	-	
Increase of funded debt during the year, -	-	
Increase of floating debt during the year, -	-	
Decrease of funded debt during the year, -	-	
Decrease of floating debt during the year, -	-	
Increase of mortgage debt during the year, -	-	
Decrease of mortgage debt during the year, -	-	
Increase in cost of road during the year, including amount charged for depreciation thereon, -	-	
Decrease in nominal cost of road, by amount charged for depreciation thereon, -	-	
Increase in cost of equipment during the year, includ- ing amount charged for depreciation thereon, -	-	
Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation, -	-	
List of accidents on road during the year, -	-	

The amount of capital stock originally issued was \$68,000, and the Company owned 6685 feet road on Broadway, in addition to what is herein specified—which Broadway track has been disposed of to the Medford and Charlestown Horse Railroad Company, for which \$18,000 of the capital stock of this Company has been returned into the treasury, leaving the present capital \$50,000. The Malden and Melrose Railroad Co. are running the Somerville road, upon an agreement to keep the road in repair, and to pay whatever the business will afford for its use.

GEO. O. BRASTOW,
R. E. DEMMON,
ENOCH ROBINSON,

Directors of the Somerville Horse R. R. Co.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK, ss.

December 29th, 1860.

Then personally appeared the above-named Geo. O. Brastow, R. E. Demmon, and Enoch Robinson, and severally made oath that the foregoing statement, by them subscribed, is true, to their best knowledge and belief. Before

CHAS. E. POWERS,

Justice of the Peace.

R E P O R T

OF THE

D I R E C T O R S

OF THE

STONEHAM STREET RAILROAD

COMPANY,

FOR THE YEAR ENDING NOVEMBER 30, 1860.

BOSTON:

WRIGHT & POTTER, PRINTERS, 4 SPRING LANE.

1860.

REPORT OF THE DIRECTORS

OF THE

STONEHAM STREET RAILROAD COMPANY.

For the year ending November 30, 1860. General Statutes, Chap. 63, Sects. 143, 144.

CONDITION OF THE COMPANY.

1. Capital Stock, fixed by Charter,		\$50,000 00
2. Capital Stock, as voted by the Company,	\$33,000 00	
3. Capital Stock paid in, in cash,	12,000 00	
4. Capital Stock paid in, in work and materials, by contractors and others,		None.
5. Funded debt,		None.
6. Floating debt,		None.
7. Total debt,		None.
8. Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,		None.
9. Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property,		None.
10. Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in run- ning the road and keeping it in repair,		None.

COST OF THE ROAD.

11. Amount expended for labor in excavating for the track, laying foundation and rails,		\$1,950 00 paid.
12. Amount expended for timber for foundation,		1,500 00 "
13. Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road,		8,000 00 "
14. Amount expended for paving,		None.
15. Amount expended for paving stones,		None.
16. Amount expended for engineering,		300 00
17. Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the com- pany, in the cost of the road, not including items of equipment or running expenses, as mentioned below,		None.
18. Total cost of road,		Unfinished.
19. Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road,		
20. Net cost of road,		

COST OF EQUIPMENT.

21. Number of cars and cost,	} Road unfinished and not running.
22. Number of horses and cost,	
23. Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,	
24. Cost of land and buildings thereon when purchased	
25. Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,	
26. Cost of other articles of equipment, (specifying what,)	
27. Total cost of equipment,	
28. Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,	
29. Net amount at which the equipment stands charged on the books of the Company,	

CHARACTERISTICS OF THE ROAD.

30. Length of single main track,	2½ miles when finished.
31. Length of double main track,	None.
32. Total length of road,	To be 2½ miles when done.
33. Length of branches owned by the Company, stating whether they have a single or double track,	None.
34. Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	None finished.
35. Total length of rail,	To be 2½ miles.
36. Weight of rail used, per yard, (specifying whether of cast or rolled iron,)	33 lbs. to yard, rolled.
37. Maximum grade, per mile, on road, with length of grade,	} Unfinished.
38. Shortest radius of curvature, with length of curve,	
39. Greatest length of single track on road between two turnouts,	
40. Total length of main track which is paved,	

DOINGS DURING THE YEAR.

41. Total number of miles run during the year,	} Not running.
42. Number of passengers carried in the cars,	
43. Rate of speed adopted, including stops and detentions,	
44. Rate of speed actually attained, including stops and detentions,	
45. Number of persons employed, regularly, (specifying the occupations of each,)	
46. Total number of trips run during the year,	
47. Average number of passengers each trip,	

EXPENDITURES FOR WORKING THE ROAD.

48. For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,	} Not running or finished.
49. For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses,	

50.	For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company,	
51.	For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer,	
52.	For interest,	
53.	For taxes and insurance,	
54.	For tolls paid other companies for the right to pass over their roads,	
55.	For rent paid other companies for use ² / ₃ of their roads,	
56.	For provender, — to include cost of hay, grain, straw, or other articles used for the food and bedding of horses,	
57.	For miscellaneous articles purchased during the year — such as harnesses, blankets, &c., the use of which continues for one or more years — and not included in the cost of equipment,	
58.	For loss on horses — that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost — giving the present average estimated value of each horse,	
59.	For incidental expenses, — to include printing, president's, directors', treasurer's, and superintendent's salaries, and all expenses other than those belonging to the actual working of the road,	
60.	For all other expenses,	
61.	For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property: —	
	Cars,	\$
	Horses,	
	Omnibuses,	
	Real estate,	
	Road,	
	Other property,	
	Total,	
62.	Total expenses,	

Not running or finished.

EARNINGS.

63.	Received from passengers in cars and omnibuses, and for tickets sold,	
64.	From other roads, as toll or rent for use of road,	
65.	From United States mails,	
66.	For sales of manure,	
67.	From other sources,	
68.	Total earnings,	
69.	Net earnings, after deducting expenses,	
70.	Surplus earnings of previous year, on hand,	
71.	Net earnings, as above,	
72.	Total surplus for payment of dividends,	

- | | |
|--|---|
| 73. Dividends declared, during the year, . . . | . |
| 74. Total percentage of dividends, for the year, . . . | . |
| 75. Present surplus, | . |

MISCELLANEOUS.

- | | | |
|---|---|--------------------------|
| 76. Increase during the year — | | Not running or finished. |
| Of capital stock, as fixed by the charter, . . . | . | |
| Of capital stock, as voted by the Company, . . . | . | |
| Of capital stock, paid in, | . | |
| 77. Increase of funded debt, during the year, . . . | . | |
| 78. Increase of floating debt, during the year, . . . | . | |
| 79. Decrease of funded debt, during the year, . . . | . | |
| 80. Decrease of floating debt, during the year, . . . | . | |
| 81. Increase of mortgage debt, during the year, . . . | . | |
| 82. Decrease of mortgage debt, during the year, . . . | . | |
| 83. Increase in cost of road, during the year, including
amount charged for depreciation thereon, . . . | . | |
| 84. Decrease in nominal cost of road, by amount
charged for depreciation thereon, | . | |
| 85. Increase in cost of equipment, during the year,
including amount charged for depreciation
thereon, | . | |
| 86. Decrease in cost of equipment, by sale of any por-
tion thereof, or by amount charged for deprecia-
tion, | . | |
| 87. List of accidents on road during the year, . . . | . | |

JOHN HILL,
GEO. W. DIKE,
LUTHER HILL,
WILLIAM TIDD, JR.,
LYMAN DIKE,

Directors of the Stoneham Street Railroad Co.

MIDDLESEX, SS. December 15, 1860. Then personally appeared John Hill, Geo. W. Dike, Luther Hill, William Tidd, Jr., and Lyman Dike, and severally made oath to the truth of the foregoing statement by them subscribed.

Before

A. V. LYNDE, *Justice of the Peace.*



REPORT OF THE DIRECTORS

OF THE

Suffolk Railroad Company,

FOR THE

YEAR ENDING NOVEMBER 30, 1860.

BOSTON:

GEO. C. RAND & AVERY, CITY PRINTERS

1860

R E P O R T.

CONDITION OF THE COMPANY.

Capital Stock, fixed by charter	\$300,000 00
Capital Stock, as voted by the Company	150,000 00
Capital Stock paid in, in cash	10,000 00
Capital Stock paid in, in work and materials, by contractors and others	110,000 00
Funded debt	none.
Floating debt	} 16,129 57
Total debt	
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name	none.
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property	none.
Amount of assets on hand, exclusive of the road and equip- ment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair	\$816 86

COST OF THE ROAD.

Amount expended for labor in excavating for the track, laying foundation and rails	} Built by con- tract. Items unknown.
Amount expended for timber for foundation	
Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road	
Amount expended for paving	
Amount expended for paving-stones	

Amount expended for engineering	\$850 00
Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the Company, in the cost of the road, not including items of equipment or running expenses, as mentioned below	6,852 26
No interest paid. This item includes the altering of the Ferry Boats and Drops, Machinery to adjust them, laying of Rails, extra Switches and Turnouts, and extension of track.	
Total cost of road	117,702 26
Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road	} None. The road has been run about 3 months.
Net cost of road . . . . .		117,702 26

COST OF EQUIPMENT.

Number of cars and cost. (9, valued at \$650 00)	5,850 00
Number of horses and cost. (63, " 120 00)	7,560 00
Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company	2,401 17
Cost of land and buildings thereon when purchased	none.
Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company	3,648 23
Cost of other articles of equipment (specifying what). Harness, Blankets, Halters, Tools, Stable Furniture, Materials for use in repairing road and equipment	1,511 43
Total cost of equipment	20,970 84
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items	} None—road been in full operation 3 months.
Net amount at which the equipment stands charged on the books of the Company . . . . .		20,970 84

CHARACTERISTICS OF THE ROAD.

Length of single main track	14,122 feet.
Length of double main track.....	3,375 "
Total length of road.....	17,497 "
Length of branches owned by the Company, stating whether they have a single or double track.....	
Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches.....	496 "
Total length of rail	42,736 "
(equal to 4 miles,— 248 feet single track.)	
Weight of rail used, per yard, (specifying whether of cast or rolled iron)	} Rolled—45 } lb. to yard.
Maximum grade per mile on road, with length of grade	
Shortest radius of curvature, with length of curve.....	36 feet radius.
Greatest length of single track on road between two turnouts, where cars run both ways on same track.....	846 feet.
Total length of main track which is paved. (Wholly paved except Boats and Drops, and Depots.	

DOINGS DURING THE YEAR.

Total number of miles run during the year	40,947
Number of passengers carried in the cars	226,000
Rate of speed adopted, including stops and detentions.....	6 miles.
Rate of speed actually attained, including stops and deten- tions	5 "
Number of persons employed regularly (specifying the oc- cupations of each) 1 President, Treasurer, Superin- tendent, Superintendent's Clerk, 10 Conductors, 14 Drivers, 6 Hostlers, 2 Watchmen, 1 Mechanic, 1 Laborer,	41 in all.
Total number of trips run during the year	14,816
Average number of passengers each trip	15 $\frac{1}{4}$

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement	
For general repairs, including repairs of cars, omnibuses, and harnesses, and for shoeing horses	\$352 14
For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company	
For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer	3,284 44
For interest	Nothing.
For taxes and insurance	Nothing.
For tolls paid other companies for the right to pass over the ferry	1,243 49
For rent paid other companies for use of their roads	Nothing paid.
For provender,—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses . .	2,725 24
For miscellaneous articles purchased during the year,—such as harnesses, blankets, etc., the use of which continues for one or more years,—and not included in the cost of equipment	None.
For loss on horses,—that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost,—giving the present average estimated value of each horse	} Nothing. Horses recently purchased, and valued at \$120 each.
For incidental expenses,—to include printing, president's, directors', treasurer's, and superintendent's salaries, and	

all expenses other than those belonging to the actual working of the road.....		\$948 51
For all other expenses.....		
For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property :—		
Cars	\$	} None.
Horses		
Omnibuses		
Real Estate		
Road.....		
Other property.....		
Total.....		
Total expenses		\$8,553 82

EARNINGS.

Received from passengers in cars and omnibuses, and for tickets sold.....		\$10,149 33
From other roads, as toll or rent for use of road.....		
From United States mails		
For sales of manure.....		
From other sources—Interest.....		30 74
Total earnings.....		10,180 07
Net earnings, after deducting expenses.....		
Surplus earnings of previous year, on hand.....		
Net earnings, as above.....		
Total surplus for payment of dividends (no allowance made for depreciation).....		1,626 25
Dividends declared during the year		None.
Total percentage of dividends for the year		None.
Present surplus		

MISCELLANEOUS.

Increase during the year —

Of capital stock, as fixed by the charter	} Road was finished in September of the present year.
Of capital stock, as voted by the Company.	
Of capital stock, paid in	
Increase of funded debt during the year	
Increase of floating debt during the year.	
Decrease of funded debt during the year.	
Decrease of floating debt during the year	
Increase of mortgage debt during the year.	
Decrease of mortgage debt during the year.	
Increase in cost of road during the year, including amount charged for depreciation thereon.	
Decrease in nominal cost of road, by amount charged for depreciation thereon	
Increase in cost of equipment during the year, including amount charged for depreciation thereon.	
Decrease in cost of equipment by sale of any portion thereof, or by amount charged for depreciation.	

List of accidents on road during the year. One man, by running against the horses, in the night, fell down and his foot was injured.

ASA FISK,	} Directors of the Suffolk. Railroad Company.
JOHN G. WEBSTER,	
GEO. H. PLUMMER,	
NOAH STURTEVANT,	

SUFFOLK, ss., January 2, 1861.

Then personally appeared Asa Fisk, John G. Webster, Geo. H. Plummer, and Noah Sturtevant, and severally made oath that the foregoing statement by them subscribed is true to the best of their knowledge and belief.

Before ALBERT BOWKER,
Justice of the Peace.

REPORT

OF THE

Waltham and Watertown Railroad Co.

TO THE

SECRETARY

OF THE

Commonwealth of Massachusetts,

TO NOV. 30TH, 1860.

BOSTON :

J. E. FARWELL & CO., PRINTERS, 32 CONGRESS STREET,
1860.

1870
1871
1872
1873
1874
1875
1876
1877
1878
1879
1880

1870 1871 1872 1873 1874 1875 1876 1877 1878 1879 1880

1870 1871 1872 1873 1874 1875 1876 1877 1878 1879 1880

1870 1871 1872 1873 1874 1875 1876 1877 1878 1879 1880

THE ROAD.

The Waltham and Watertown Railroad is a "horse" or "street" railroad, constructed on the road from Mt. Auburn to the village of Watertown, and is an extension of the Cambridge Horse Railroad. The construction of the road was commenced November, 1856, and was completed and leased to the Union Railway Company, May 1st, 1857.

The original Charter grants the continuance of the road to Waltham, but it now extends to Watertown village only, as above stated.

COST OF THE ROAD.

The entire cost of the Road has been, - - - - \$19,700 00
which includes the building and land used as a depot in Watertown village, and has been settled for in the following manner:—

Amount of cash received from subscribers, and	
disbursed, - - - - -	17,200 00
Amount received for rent, - - - - -	2,500 00
	<hr/>
Total, - - - - -	\$19,700 00

LEASE.

The road was leased to the Union Railway Company, April 11, 1857 [which lease was confirmed by the stockholders, July 6, 1857,] for the term of ten years, for the sum of fifteen hundred dollars per annum, from May, 1857, payable semi-annually, on the first days of July and January---with the privilege of renewing the same for five years longer, at the same rate---they to keep the road in good repair at their own expense.

RETURN.

CONDITION OF THE COMPANY.

Capital stock, fixed by charter.....	\$300,000 00
Capital stock, as voted by the Company ..	20,000 00
—	
Capital stock paid in, in cash	See remarks preceding
Capital stock paid in, in work and mate- rials, by contractors and others	the return. None.
Total capital stock paid in	17,200 00
—	
Floating Debt.....	} None.
Total Debt.....	
—	
Amount of debt secured by mortgage of the road and franchise, or any prop- erty belonging to the Corporation, or standing in its name	None.
—	
Number of mortgages on road and fran- chise, or any property of the Corpo- ration, specifying the number and amount of mortgages on road and franchise, and on each kind of prop- erty	None.

Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used or which is to be used in running the road and keeping it in repair	Cash \$30 28
	} There is \$750 due from Union Railroad Company, on the 1st January, 1861, for rent from July 1, 1860.

COST OF THE ROAD.

Amount expended for labor in excavating for the track, laying foundation and rails	\$4,100 00
Amount expended for timber for foundation	1,683 00
Amount expended for iron and other metal, for rails, chairs, spikes, or other articles used in building the road	9,956 88
Amount expended for engineering	84 75
Amount expended for interest and other expenses not included in any of the above items, which have been included on the books of the company in the cost of the road, not including items of equipment or running expenses, as mentioned below.	1,666 37
Net cost of the road	17,491 00
Cost of depot, land and stables in Watertown village	2,209 00
Total cost of road and equipments	19,700 00

COST OF EQUIPMENT.

The equipment used on this road is the property of the Union Railway Company, to whom the road is leased.— (See remarks preceding the return.)

CHARACTERISTICS OF THE ROAD.

Total length of the road	11,266 feet, Mount Auburn to Watertown Depot, the present terminus of the road.
------------------------------------	---

Weight of rail used per yard, specifying
whether of cast or rolled iron 33 lbs. per yard T rail,
of rolled iron.

EXPENDITURES FOR WORKING THE ROAD,
AND DOINGS DURING THE YEAR.

The road is operated by the Union Rail-
way Company, to whom it is leased. See remarks.

EARNINGS.

The road is leased to the Union Railway
Company, as before stated, at \$1,500
per year, payable semi-annually, on
the first days of July and January . .

EXPENDITURES.

MISCELLANEOUS.

Increase during the year:—

Of capital stock as fixed by charter.	} Nothing.
Of capital stock as voted by the Com- pany	
Of capital paid in	

Increase of floating debt during the year. Nothing.

Decrease of funded debt during the year.	} Nothing.
Decrease of floating debt during the year,	

Increase of mortgage debt during the year,	} Nothing.
Decrease of mortgage debt during the year,	

Respectfully submitted by

W. WHITE,	} Directors.
FRANCIS KENDALL,	
CHAS. DAVENPORT,	
E. S. ROWSE,	
H. P. PAGE,	

Commonwealth of Massachusetts.

NOVEMBER, 1860.

Then personally appeared the above-named Wm. White, Francis Kendall, Chas. Davenport, E. S. Rowse, and H. P. Page, and made oath that the facts stated in the foregoing return are true, to the best of their knowledge and belief,

Before me,

HENRY D. CLARY, *Justice of the Peace.*

WM. WHITE, *President.*

E. A. FISHER, *Treasurer and Clerk.*

THE
SECOND RETURN OF
THE WEST CAMBRIDGE HORSE-RAILROAD COMPANY
 TO THE
 SECRETARY OF THE COMMONWEALTH OF MASSACHUSETTS,
For the Year ending November 30th, 1860,
 UNDER GENERAL STATUTES, CHAPTER 63, SECTIONS 143, 144.

CONDITION OF THE COMPANY.	
Capital Stock, fixed by charter,	\$ 50,000.00
Capital Stock, as voted by the Company,	15,000.00
—	
Capital Stock paid in, in cash,	\$12,850.00
Capital Stock paid in, in work and materials, by contractors and others,	None.
Total,	<u>\$ 12,850.00</u>
—	
Funded debt,	None.
Floating debt,	\$ 120.40
Total debt,	<u>\$ 120.40</u>
—	
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name,	None.
—	
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property,	None.
—	
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair,	Nothing.

COST OF THE ROAD.

Amount expended for labor in excavating for the track, laying foundation and rails,	\$ 3,741.66
For timber for foundation,	879.88
For iron and other metal for rails, chairs, spikes, or other articles used in building the road,	5,623.14
For paving,	Nothing.
For paving-stones,	Nothing.
For engineering,	Nothing.
For interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included on the books of the Company in the cost of the road, not including items of equipment or running expenses, as mentioned below,	2,605.32
Total cost of the road,	\$ 12,850.00
Amount included, in the present and in past years, among the running expenses for estimated or actual depreciation of the road,	Nothing.
Net cost of road,	\$ 12,850.00

CHARACTERISTICS OF THE ROAD.

Length of single main track,	8,325 feet.
Length of double main track,	No double track.
Total length of road,	8,325 feet.
Length of branches owned by the Company, stating whether they have a single or double track,	None.
Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches,	498 feet.
Total length of rail,	17,148 feet.
Weight of rail used, per yard, specifying whether of cast or rolled iron,	{ Rolled Iron.—33 lbs. to the yard.
Maximum grade, per mile, on road, with length of grade,	{ 100 feet per mile; 1,600 feet in length.
Shortest radius of curvature, with length of curve,	{ 48 feet; 45 feet in length.
Greatest length of single track on road between two turnouts,	1,200 feet.
Total length of main track which is paved,	None.

DOINGS DURING THE YEAR.*

Total number of miles run during the year,	27,241
Number of passengers carried in the cars,	95,472
Rate of speed adopted, including stops and detentions,	8 miles per hour.
Rate of speed actually attained, including stops and detentions,	8 miles per hour.
Number of persons employed, regularly (specifying the occupations of each)	
Total number of trips run during the year,	5,361
Average number of passengers each trip,	17

* The doings for the year are from a report from the Lessee to November 30th, 1860.

The road being under lease, the Company are unable to give any replies to the interrogatories in the blank form of return furnished by the Secretary of the Commonwealth, under the heads of *Cost of Equipment, Earnings, Expenditures for Working the Road, and Miscellaneous.*

JOHN SCHOULER, }
 JESSE P. PATTEE, } *Directors of the*
 BENJA. POLAND, } *West Cambridge Horse-*
 } *Railroad Company.*

C o m m o n w e a l t h o f M a s s a c h u s e t t s .

SUFFOLK SS.

December 17, 1860.

Then personally appeared the above-named John Schouler, Jesse P. Pattee, and Benja. Poland, and made oath that the foregoing Return, by them subscribed, is true, according to their best knowledge and belief.

Before me,

WM. E. PARMENTER, *Justice of the Peace.*

F O U R T H
A N N U A L R E T U R N
O F T H E
W E S T R O X B U R Y R A I L R O A D
(H O R S E)
C O R P O R A T I O N .

FOR THE YEAR ENDING NOV. 30, 1860.

B O S T O N :
JOS. G. TORREY, PRINTER, 32 CONGRESS STREET.
1 8 6 1 .

FOURTH ANNUAL RETURN

OF THE

WEST ROXBURY HORSE RAILROAD

CORPORATION,

For the Year ending November 30, 1860, under Acts of 1857, Chapters 40 and 240.

[This return to be made to the Secretary's Office, on or before the last day of December, 1860, and 1,000 copies of Report, in printed form, to be deposited in said Office, on or before the first Wednesday of January, 1861.]

CONDITION OF THE COMPANY.

Capital Stock, fixed by charter.....	\$400 000
Capital Stock, as voted by the Company,.....	40 400
Capital Stock paid in, in cash,.....	40 400
Capital Stock paid in, in work and materials, by contractors and others,.....	None
Funded debt,.....	“
Floating debt,.....	“
Total debt,.....	“
Amount of above debt secured by mortgage of the road and franchise or any property belonging to the corporation, or standing in its name,	“
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property,.....	“
Amount of assets on hand, exclusive of the road and equipment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair,.....	20 shares of the stock of the West Roxbury Railroad Co.

COST OF THE ROAD.

Amount expended for labor in excavating for the track, laying foundation and rails,.....	7,500
Amount expended for timber for foundation,.....	2,600
Amount expended for iron and other metal for rails, chairs, spikes or other articles, used in building the road,....	13,100
Amount expended for paving,.....	262 50
Amount expended for paving stones,.....	262 50
Amount expended for engineering,.....	\$50
Amount expended for interest, salaries of officers during construction of road and other expenses not included in any of the above items which have been included, on the books of the Company, in the cost of the road not including items of equipment or running expenses, as mentioned below,.....	2,771 20
Total cost of road,.....	40,558
Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road,.....	Nothing
Net cost of road,.....	40,558

COST OF EQUIPMENT.

Number of cars and cost,.....	None
Number of horses and cost,.....	“
Cost of omnibuses, sleighs and other vehicles, excepting cars, owned by the Company,.....	“
Cost of land and buildings thereon when purchased,....	4,500

Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company,	\$8,678 80
Cost of other articles of equipment, (specifying what,)...	None
Total cost of equipment,	13,178 80
Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items,	Nothing
Net amount at which the equipment stands charged on the books of the Company,	13,178 80

CHARACTERISTICS OF THE ROAD.

Length of single main track,	1 20-100 miles
Length of double main track,	67-100 "
Total length of road,	2 54-100 "
Length of branches owned by the Company, stating whether they have a single or double track,	None
Aggregate length of switches, sidings, turnouts and other track, excepting main track and branches,	567 feet
Total length of rail,	2 54-100 miles
Weight of rail used, per yard, (specifying whether of cast or rolled iron,)	cast 63 lbs. per yd. 1 87-100 m. wro't 55 lbs. per yd. 67-100 "
Maximum grade, per mile, on road, with length of grade,	290 ft. per mile, 220 ft. long
Shortest radius of curvature, with length of curve,	43 73-100 ft., 70 9-10 ft. long
Greatest length of single track on road between two turnouts,	75-100 mile
Total length of main track which is paved,	about 1200 feet

DOINGS DURING THE YEAR.

Total number of miles run during the year,	
Number of passengers carried in the cars,	
Rate of speed adopted, including stops and detentions, ..	The road is leased to, equip-
Rate of speed actually attained including stops and detentions,	ped and run by the Metropolitan
Number of persons employed, regularly, (specifying the occupations of each,)	Railroad Co.
Total number of trips run during the year,	
Average number of passengers, each trip,	

EXPENDITURES FOR WORKING THE ROAD.

For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement,
For general repairs, including repairs of cars, omnibuses and harnesses, and for shoeing horses,
For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company,
For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent and treasurer,
For interest,
For taxes and insurance,
For tolls paid other companies for the right to pass over their roads,
For rent paid other companies for use of their roads,
For provender,—to include cost of hay, grain, straw, or other articles used for the food and bedding of horses, ..
For miscellaneous articles purchased during the year—such as harnesses, blankets, &c., the use of which continues for one or more years,—and not included in the cost of equipment,
For loss on horses—that is to say, the difference between the present estimated value of horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost

of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of horses on hand, and their cost—giving the present average estimated value of each horse,	
For incidental expenses,—to include printing, president's, director's, treasurer's and superintendent's salaries, and all expenses other than those belonging to the actual working of the road.	\$64,19
For all other expenses,	
For amount charged on the Company's books during the year for estimated or actual depreciation of the following property:	
Cars,	
Horses,	
Omnibuses,	
Real Estate,	
Road,	
Other property,	
Total,	
Total Expenses,	
EARNINGS.	
Received from passengers in cars and omnibuses, and for tickets sold,	
From other roads, as toll or rent for use of road,	3232 00
From United States Mails,	
For sales of manure,	
From other sources,	80 00
Total earnings,	3312 00
Net earnings, after deducting expenses,	3247 81
Surplus earnings of previous year, on hand,	19 14
Net earnings, as above,	3247 81
Total surplus for payment of dividends,	3266 95
Dividends declared, during the year,	3232 00
Total percentage of dividends, for the year,	eight per cent
Present surplus,	34 95
MISCELLANEOUS.	
Increase during the year,	
Of capital stock, as fixed by the charter,	
Of capital stock as voted by the Company,	
Of capital stock, paid in,	
Increase of funded debt, during the year,	
Increase of floating debt, during the year,	
Decrease of funded debt, during the year,	
Decrease of floating debt, during the year,	
Increase of mortgage debt, during the year,	
Decrease of mortgage debt, during the year,	
Increase in cost of road, during the year, including amount charged for depreciation thereon,	
Decrease in nominal cost of road, by amount charged for depreciation thereon,	
Increase in cost of equipment, during the year, including amount charged for depreciation thereon,	
Decrease in cost of equipment, by sale of any portion thereof, or by amount charged for depreciation,	
List of accidents on road during the year,	

J. G. WELD,
STEPHEN M. WELD, } Directors of the
MELANCTHON SMITH, } West Roxbury Rail-
road Company.

SUFFOLK, ss. December 25, 1860. Then personally appeared J. G. Weld, Stephen M. Weld, and Melancthon Smith, and severally made oath to the truth of the foregoing statement by them subscribed,

Before,

D. S. GREENOUGH, Justice of the Peace.

REPORT OF THE DIRECTORS

OF THE

Winnisimmet Railroad Company,

FOR THE

YEAR ENDING NOVEMBER 30, 1860.

BOSTON:

GEO. C. RAND & AVERY, CITY PRINTERS,

1860.

REPORT.

CONDITION OF THE COMPANY.

Capital Stock, fixed by charter.....	\$75,000 00
Capital Stock, as voted by the Company	60,000 00
Capital Stock paid in, in cash.....	15,650 00
Capital Stock paid in, in work and materials, by contractors and others.....	40,000 00
Funded debt	
Floating debt	7,844 64
Total debt	7,844 64
Amount of above debt secured by mortgage of the road and franchise, or any property belonging to the corporation, or standing in its name	
Number of mortgages on road and franchise, or any property of the corporation, specifying the number and amount of mortgages on road and franchise, and each kind of property.....	
Amount of assets on hand, exclusive of the road and equip- ment, and exclusive of all property on hand, used, or which is to be used, in running the road and keeping it in repair	

COST OF THE ROAD.

Amount expended for labor in excavating for the track, laying foundation and rails	
Amount expended for timber for foundation.....	

Amount expended for iron and other metal for rails, chairs, spikes, or other articles, used in building the road.	
Amount expended for paving.	
Amount expended for paving-stones	
Contract for part of road in stock	40,000 00
Part of road built by the day. (Cash.)	10,009 60
Amount expended for engineering.	
Amount expended for interest, salaries of officers during construction of road, and other expenses not included in any of the above items, which have been included, on the books of the Company, in the cost of the road, not including items of equipment or running expenses, as mentioned below.	
Total cost of road.	50,009 60
Amount included in the present and in past years, among the running expenses for estimated or actual depreciation of the road.	
Net cost of road. (Not yet finished.)	50,009 60

COST OF EQUIPMENT.

Number of cars and cost. (Five.)	3,750 00
Number of horses and cost. (Twenty-five.)	2,915 00
Cost of omnibuses, sleighs, and other vehicles, excepting cars, owned by the Company	
Cost of land and buildings thereon when purchased.	6,450 00
Cost of buildings used for offices, stables, &c., erected by the Company, or standing on land not owned by the Company	
Cost of other articles of equipment (specifying what), harnesses, &c.	370 04
Total cost of equipment	13,485 04

Amount included in the present and in past years in the running expenses for estimated or actual depreciation of any of the above items.....	
Net amount at which the equipment stands charged on the books of the Company	13,485 04

CHARACTERISTICS OF THE ROAD.

Length of single main track	About 2½ miles.
Length of double main track.....	
Total length of road.....	About 2½ miles.
Length of branches owned by the Company, stating whether they have a single or double track.....	
Aggregate length of switches, sidings, turnouts, and other track, excepting main track and branches.....	About 1,800 feet.
Total length of rail	
Weight of rail used, per yard, (specifying whether of cast or rolled iron)	45 lbs. per yard. Rolled Iron.
Maximum grade per mile on road, with length of grade	
Shortest radius of curvature, with length of curve.....	
Greatest length of single track on road between two turnouts,	
Total length of main track which is paved.....	

DOINGS DURING THE YEAR.

Total number of miles run during the year	
Number of passengers carried in the cars	Just com'd run'g
Rate of speed adopted, including stops and detentions.....	
Rate of speed actually attained, including stops and detentions	
Number of persons employed regularly (specifying the occupations of each)	
Total number of trips run during the year	
Average number of passengers each trip	

EXPENDITURES FOR WORKING THE ROAD.

- For repairs of road, including repairs of foundation, renewals of iron, and renewals of pavement
- For general repairs, including repairs of cars, omnibuses, and harnesses, and for shoeing horses
- For repairs of real estate, including repairs of buildings used as stables, offices, or for any other purposes, by the Company
- For wages, including the wages of every person regularly employed, excepting the president, directors, superintendent, and treasurer
- For interest
- For taxes and insurance
- For tolls paid other companies for the right to pass over their roads
- For rent paid other companies for use of their roads
- For provender, — to include cost of hay, grain, straw, or other articles used for the food and bedding of horses
- For miscellaneous articles purchased during the year, — such as harnesses, blankets, etc., the use of which continues for one or more years, — and not included in the cost of equipment
- For loss on horses, — that is to say, the difference between the present estimated value of the horses owned by the Company subtracted from the estimated value of those on hand at the commencement of the year, added to the cost of those purchased during the year; or if this is the first report of the Company, then the difference between the estimated value of the horses on hand and their cost, — giving the present average estimated value of each horse
- For incidental expenses, — to include printing, president's, directors', treasurer's, and superintendent's salaries, and

all expenses other than those belonging to the actual working of the road.....

For all other expenses.....

For amount charged on the Company's books during the year, for estimated or actual depreciation of the following property : —

Cars	\$
Horses	
Omnibuses	
Real Estate	
Road.....	
Other property.....	
<hr/>	
Total.....	
Total expenses	

EARNINGS.

Received from passengers in cars and omnibuses, and for tickets sold.....
From other roads, as toll or rent for use of road.....
From United States mails.....
For sales of manure.....
From other sources.....
Total earnings.....
Net earnings, after deducting expenses.....
Surplus earnings of previous year, on hand.....
Net earnings, as above.....
Total surplus for payment of dividends.....
Dividends declared during the year
Total percentage of dividends for the year
Present surplus

MISCELLANEOUS.

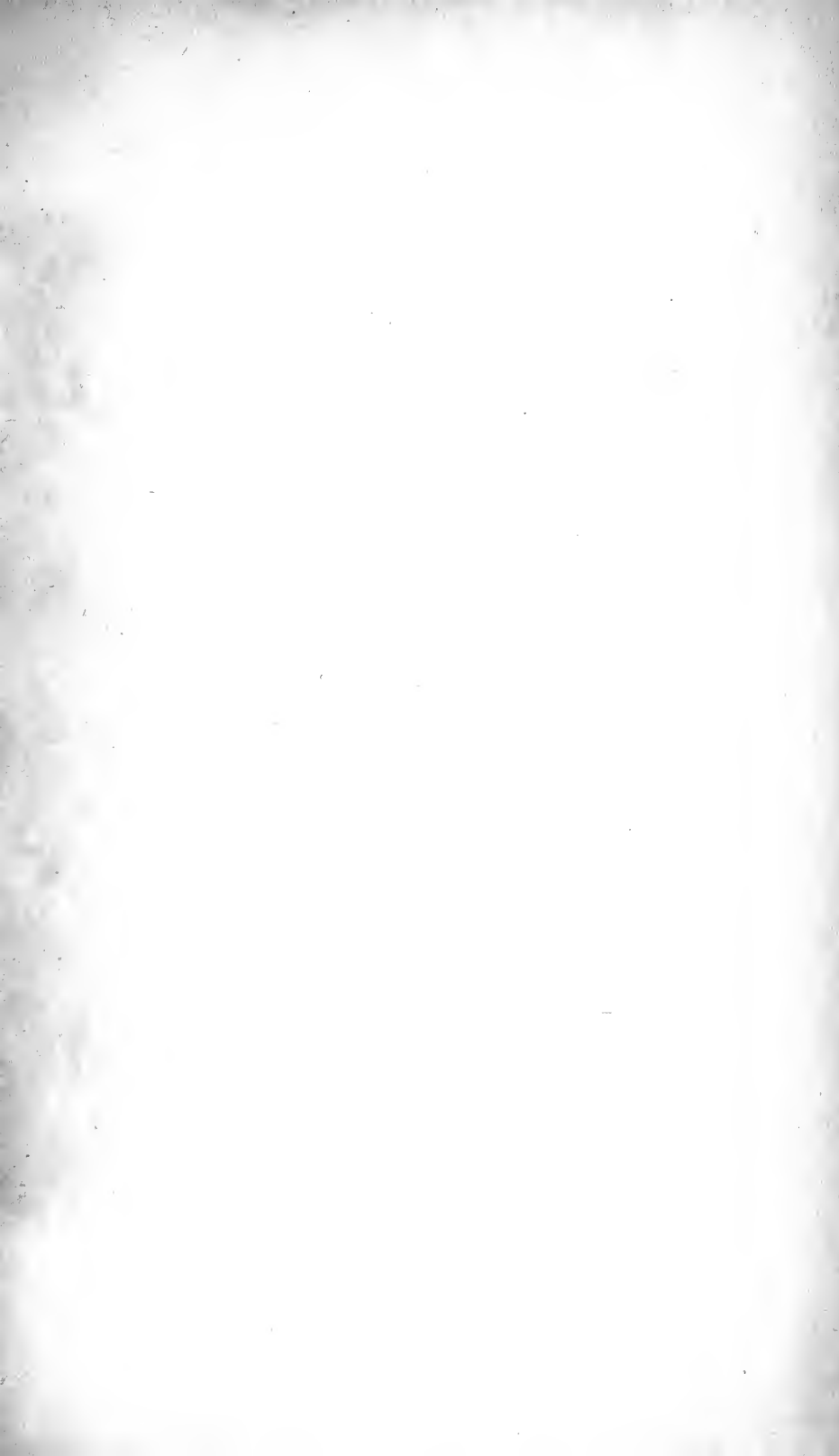
Increase during the year —	
Of capital stock, as fixed by the charter	
Of capital stock, as voted by the Company.....	
Of capital stock, paid in	
Increase of funded debt during the year	
Increase of floating debt during the year.....	
Decrease of funded debt during the year.....	
Decrease of floating debt during the year	
Increase of mortgage debt during the year.....	
Decrease of mortgage debt during the year.....	
Increase in cost of road during the year, including amount charged for depreciation thereon.....	
Decrease in nominal cost of road, by amount charged for depreciation thereon	
Increase in cost of equipment during the year, including amount charged for depreciation thereon.....	
Decrease in cost of equipment by sale of any portion thereof, or by amount charged for depreciation.....	
List of accidents on road during the year.....	

N. MATTHEWS,	} <i>Directors of the Winnisimmet Railroad Company.</i>
I. STEBBINS,	
W. R. PEARMAIN,	
A. M. KIDDER,	
BENJ. SHURTLEFF,	
C. PORTER,	
HENRY W. DALE,	

CHELSEA, SUFFOLK, SS., December 18, 1860.

Then personally appeared I. Stebbins, W. R. Pearmain, A. M. Kidder, Benj. Shurtleff, C. Porter, Henry W. Dale, Nathan Matthews, and severally made oath to the truth of the foregoing statement by them subscribed.

Before J. B. LOOMIS,
Notary Public.



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